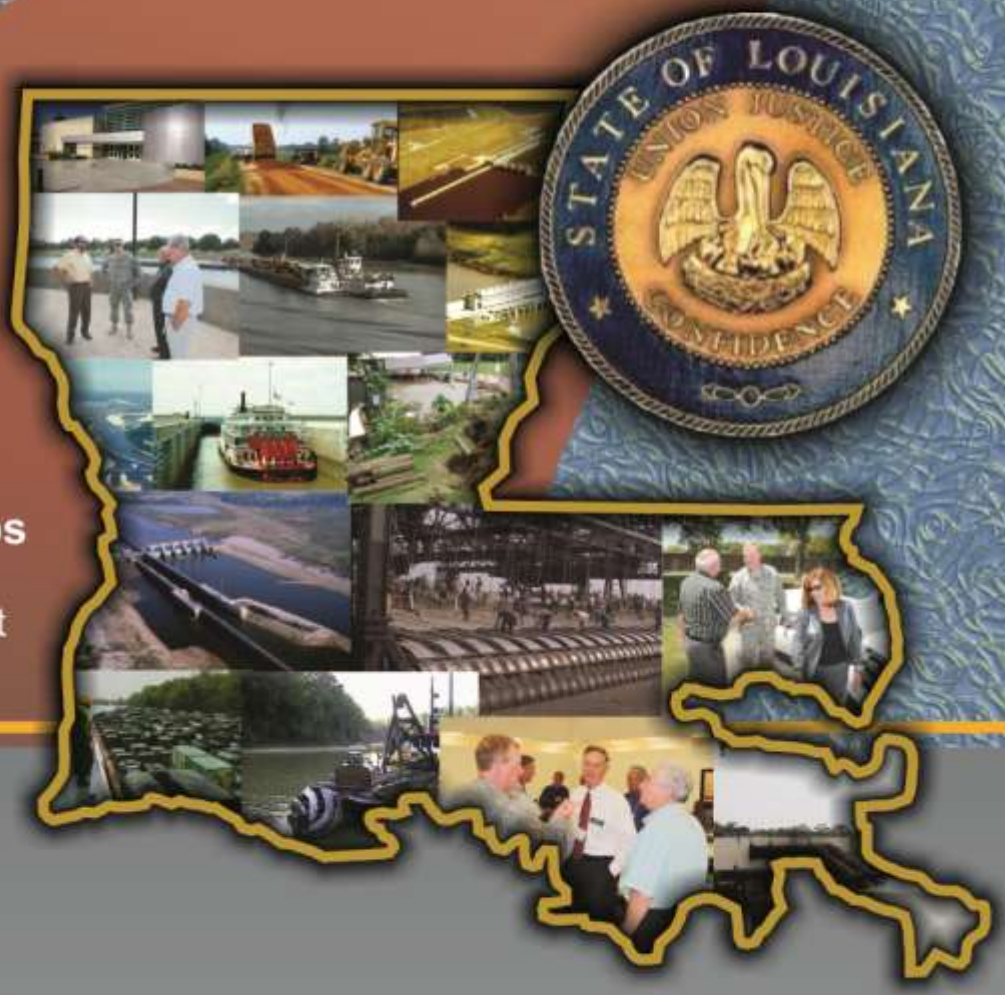
September 2014

Louisiana

Project Status



US Army Corps of Engineers®
Vicksburg District

Value to the Nation

Louisiana Project Status Book

for September 2014

This Project Status Book contains information on the latest progress of the Vicksburg District's projects in the State of Louisiana You will find project maps with corresponding fact sheets for each project. Fact sheets cite authorization for the project and provide locations and project description information. Also provided are activities for the fiscal year 2014. District capabilities are included for additional funds that may become available. Additionally, important issues or impacts are supplied for a more detailed perspective of the project. The Vicksburg District publishes this book to provide valuable status information for ongoing projects. For your added convenience, a copy of this book in PDF format is provided on the disk attached below. However, if you should find you still have questions or need additional information about projects contained in this book, please contact:

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Office Phone: 601-631-7154 or Cell: 601-618-0837

General Information

General Information

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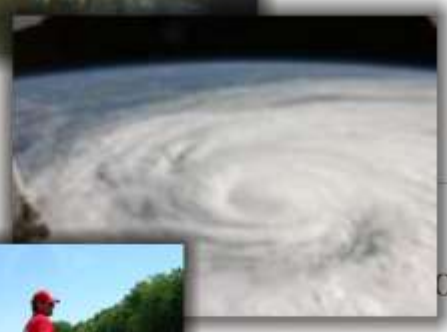
The Mississippi Valley Division

- We are 6 Interdependent Districts
- We have regional technical experts that bring expertise from the entire valley to work any water resource engineering challenge
- It is our pleasure to serve and provide the Nation's water resource engineering solutions
- We are...*BUILDING STRONG*



US Army Corps of Engineers ®
Vicksburg District

BIOGRAPHY

Colonel John W. Cross

Colonel John W. Cross is a native of Laurel, Mississippi and earned his Bachelor of Science Degree in geology in 1987 from the University of Southern Mississippi. He received a Masters of Business Administration in 1998 from the University of Central Texas and a Masters of Strategic Studies in 2010 from the US Army War College. His military education includes the Engineer Officer Basic and Advanced Courses, the Command and General Staff College at Fort Leavenworth, Kansas, and the US Army War College at Carlisle Barracks, Pennsylvania.

Colonel Cross began his career as an engineer platoon leader in Germany and later served as a company executive officer. After attending the Engineer Captain's Advanced Course, he moved to Fort Polk, Louisiana and deployed to Desert Storm serving as an assistant battalion operations officer. Following the war, he commanded an engineer company at Fort Polk, Louisiana and Fort Hood, Texas. He was selected for the Army's Training with Industry Program where he worked for the Environmental Protection Agency (EPA) in Denver, Colorado. His focus during this time included compliance with State and Federal regulations and environmental restoration at Superfund sites and Formerly Used Defense Sites (FUDS) in an eight state area. After working with the EPA in Denver, Colonel Cross was assigned to the Corps of Engineers Fort Worth District with duty at Fort Hood, Texas. At Fort Hood, he worked on various environmental contracts as well as military construction and FUD remediation in central Texas. As part of his tour with the District, he served as a project officer at Brooks Air Force Base in San Antonio, Texas supervising Military Construction for the Air Force.

He attended the Army's Command and General Staff College and served again at Fort Hood as a battalion operations officer and executive officer. After a tour in Stuttgart, Germany, he was selected for command of the Brigade Special Troops Battalion in 1st Brigade, 4th Infantry Division at Fort Hood. He deployed the battalion to Iraq in 2006 and operated north of Baghdad. After command, he was selected to lead the engineer training team at the Army's National Training Center at Fort Irwin, California where he trained battalions before they deployed to combat in Iraq and Afghanistan.

After graduating from the War College in 2010, he was assigned to Fort Bragg, North Carolina where he served as the XVIII Airborne Corps Engineer and deployed with the Corps to Iraq. In Iraq, he served as the Deputy Engineer to United States Forces Iraq and was responsible for the final disposition of over 80 bases and attendant infrastructure housing 50 thousand soldiers as well as the construction of facilities for the Department of State.

Colonel Cross is married and they have two sons.

Vicksburg District Congressional Districts

Governors and U.S. Senators

ARKANSAS	LOUISIANA	MISSISSIPPI
Governor Mike Beebe	Governor Bobby Jindal	Governor Phil Bryant
Senator Mark Pryor	Senator David Vitter	Senator Thad Cochran
Senator John Boozman	Senator Mary Landrieu	Senator Roger Wicker

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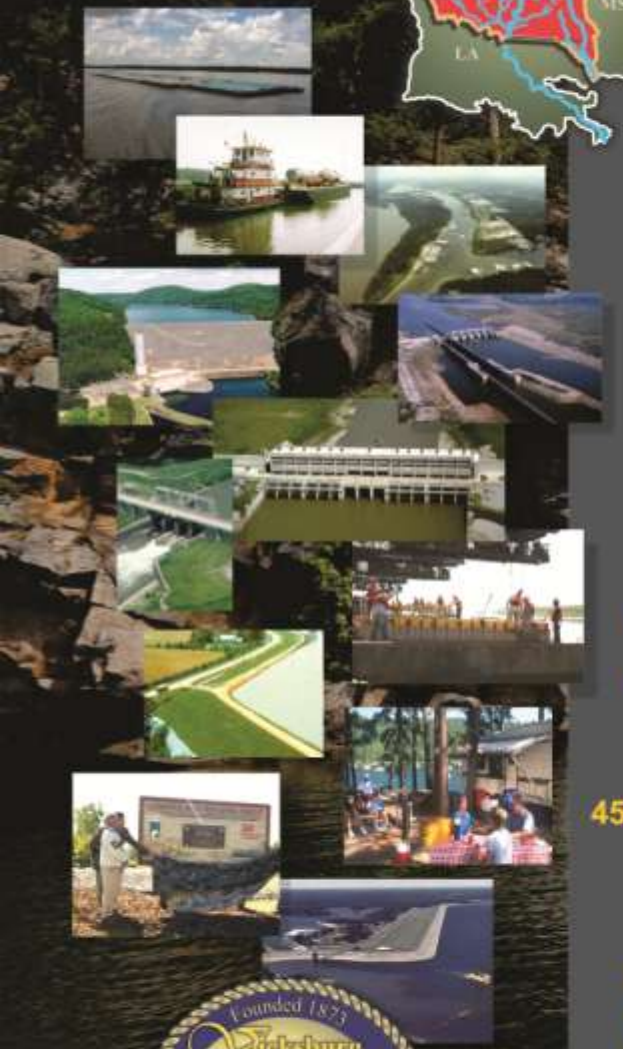

Vicksburg District Assets

- **9** Watersheds in Arkansas, Louisiana, and Mississippi
- **7** Mississippi River Ports handling over 8.5 million tons of cargo
- **5** Red River Ports handling over 1 million tons of cargo
- **12** Locks and **9** dams on the Pearl, Red and Ouachita Rivers
- **3** Hydropower plants capable of generating 168,500 kilowatts of electricity
- **10** Lakes with 1,673 miles of shoreline
- **21** Pumping plants
- **478** Flood control structures
- **1,252** Miles of navigable channel
- **1,910** Miles of levees
- **460** Miles of Mississippi River Levees
- **450,603** Acres of project and mitigation lands are managed for forestry and wildlife enhancement
- **146** Recreation areas
- **2,772** Campsites
- **1,529** Picnic sites

Economic Benefits

From a program of $150M, the Vicksburg District returns these economic benefits!

Annual Direct Economic Contributions

Fees Collected	$ 1,992,000
Agricultural	$ 576,000
General Leases and Concessions	$ 413,000
Water Supply Payments	$ 1,092,000
Hydropower	$ 12,000,000
Total Direct Contributions	**$ 16,073,000**

Indirect Economic Contributions

Flood Damages Prevented	$ 654,988,000
Recreation	$ 49,763,000
Water Supply Benefits	$ 115,792,000
Navigation Savings	$ 125,020,000
Total Indirect Contributions	**$ 945,563,000**

Value to the Nation

Mississippi River

Benefits

Project	Average Annual Costs	Average Annual Benefits
Mississippi River and Tributaries	$210 Million	$1.46 Billion

Benefit-to-Cost Ratios

The current remaining (FY13) benefit-to-cost ratio for the MR&T system is 45.3 to 1 and likewise the total benefit-to-cost ratio for the system is 3.3 to 1 at the 7% interest rate. The benefit-to-cost ratios are based on annualizing the remaining and total benefits associated with the completed project and dividing them by the respective annualized cost to achieve these benefits. All project benefits and cost are annualized at the 7% interest rate over the economic life of the project. For the MR&T the economic life is 100 years.

Levees

Consists of raising, strengthening and extending levees to provide protection against flooding.

Channel Improvement

Consists of stabilizing riverbanks in desirable alignment and obtaining the most efficient flow characteristics for flood control and navigation by revetments, dikes, foreshore protection and improvements. This improves navigation conditions, stabilizes bends, and reduces maintenance dredging requirements

Did you know?

The Mississippi River from its confluence with the Ohio River to Baton Rouge, LA supports the transport of over 176 million tons of cargo annually!

Flood Risk Management

Flood risk management along the Mississippi River is provided through a coordinated system-wide water management program utilizing:

- Water storage reservoirs
- Levees
- Drainage Structures
- Channel Improvements
- Pumping Plants
- Weirs
- Sediment Reduction and Erosion Reduction Measures

Environmental Stewardship

The Corps has developed an environmentally sustainable project with the philosophy to avoid and minimize adverse environmental impacts. When impacts are unavoidable, compensation is made for the loss.

- The Corps has created over **6,700 acres of aquatic habitat** from borrow areas
- The Corps has **reforested at least 3,000 acres** of borrow areas
- The Corps has **reforested over 25,000 acres** of mitigation lands

Navigation

The Vicksburg District uses numerous tools to increase the safety and dependability of navigation on the Mississippi River.

- Dikes, revetments, and dredging are used to stabilize the navigation channel
- Channel Stabilization improves flow and reduces erosion
- The Vicksburg District supports two MR&T ports and five O&M ports

MR&T Ports

MR&T Port	2012 Commercial Tonnage	Jobs Sustained	Annual Payroll
Greenville, MS	3,071,177	540	$12,600,000
Vicksburg, MS	2,601,580	4,000	$80,000,000

O&M Ports

O&M Port	2012 Commercial Tonnage	Jobs Sustained
Rosedale, MS	1,184,310	325
Yellow Bend, AR	402,482	N/A
Lake Providence, LA	732,807	291
Madison Parish, LA	433,258	300
Claiborne Co., MS	N/A	N/A

Value to the Nation

MISSISSIPPI RIVER

Ports

Port of Rosedale (RM 585)

32 RM

2012 commercial tons - 1,184,310
3-year average tonnage - 1,234,282
Industries: esco Resource, Cives Steel, Jimmy Sanders Agricultural, Jantran Towing, APAC

Yellow Bend Port (RM 554)

17 RM

2012 commercial tons - 402,482
3-year average tonnage - 618,000
Industry: Bruce Oakley, Ark City Tank Storage, T.L. James, Producers Rice Mill

Port of Greenville (RM 537)

53 RM

2012 commercial tons - 3,071,177
3-year average tonnage - 2,452,950
Jobs sustained - 540
Major Industries: Entergy, ConAgra Fertilizer, APAC, Bunge, US Gypsum, Greenville Gravel, Scott Fertilizer, Superior Boat Works, Farmer Grain Terminal, Ergon, Greenville Shipbuilders, USCG - Patoka

Lake Providence Port (RM 484)

26.8 RM

2012 commercial tons - 732,807
3-year average tonnage - 959,751
Jobs Sustained - 291
Industries: Terral River Service, Bunge

Madison Parish Port (RM 457.2)

20.2 RM

2012 commercial tons - 433,258
3-year average tonnage - 540,909
Jobs Sustained - 300-400

Port of Vicksburg (RM 437)

2012 commercial tons - 2,601,580
3-year average tonnage - 3,105,163
Jobs sustained - 4,000
Designated Foreign Trade Zone, Port of Entry - maintains a U.S. Customs Service
Major Industries: Anderson-Tully Lumber , Big River Shipbuilders, Bunge-Ergon, Citgo, ConAgra Fertilizer, Petroleum, DTE Petcoke, Ergon Marine & Industrial Supply, Ergon Refining, Falco Lime, Falco Chemical, Gavilon Fertilizer, Graham Packaging, Kinder Morgan Bulk Terminals, Magnolia Marine Transport, Neill Gas, Shell Oil, Quaker State, Polyvulc USA, Power Transport Service, Smith Towing A, Specialty Process Fabricator, US Coast Guard, Vicksmetal Armco, Waring Oil

Founded 1873 Vicksburg District of the Mississippi Valley Division

Value to the Nation

Red River Watershed
J. Bennett Johnston Waterway

Cargo

Port	Types of Cargo
Caddo-Bossier	Aggregate, Coal, Steel, Fertilizer, Petrochemicals, Project Lifts
Red River Parish	Aggregate, Coal, Steel, Fertilizer, Petrochemicals, Project Lifts
Natchitoches	Aggregate, Forest Product Asphalt
Alexandria Regional	Fertilizer, Military Cargo, Citric Acid, Aggregate, Petrochemicals
Avoyelles Parish	N/A-Emerging Port

Commodity Movements

Commodity	CY 2010 Short Tons	CY 2011 Short Tons
Crude Petroleum	264,710	192,993
Gasoline	334,057	310,950
Distillate Fuel Oil	397,486	590,641
Residual Fuel Oil	266,798	412,439
Nitrogenous Fertilizer	132,277	110,911
Alcohols	226,917	205,911
Ammonia	65,935	84,642
Sodium Hydroxide	135,114	143,717
Limestone	1,698,290	1,455,483
Sand & Gravel	726,082	900,903
Waterway Materials	1,466,628	1,023,803
Lime	11,251	39,936
Grains	217,884	384,924
Oilseeds	185,710	185,710

Did you know?

- The $1.9 billion Red River Waterway Project was completed in 1994
- **Five lock and dam complexes** provide a total lift of 140 feet the equivalent of a 14-story building
- The navigation channel has a minimum depth of 9 feet and a minimum width of 200 feet
- The U.S. Army Corps of Engineers operates and maintains the locks and dams and supervises bank stabilization and other enhancements
- Over **1.7 million visitors annually** take advantage of facilities offered by 22 recreation areas in 8 parishes along the waterway
- **Over 8,400 acres of mitigation lands** have been purchased to offset losses caused by project construction

Ports

Port	2010 Commercial Tonnage	Jobs Sustained
Caddo-Bossier	1,700,000	7,550
Red River Parish	959,366	N/A
Natchitoches	195,113	291
Alexandria Regional	1,500,000	300
Avoyelles Parish	N/A	N/A

Project Benefits

Benefits	Basic Project	With Gaming
Total injection (spending)	$ 4,629,600,000	$ 16,410,800,000
Total Sales	8,471,300,000	25,804,700,000
Total Earnings	2,770,200,000	8,110,000,000
Total Taxes	58,200,000	170,300,000
Total Jobs (average)	2,107	6,862

Volunteer Partners

Organization	Service Provided
City of Shreveport	Operation and Maintenance of the Shreveport Regional Visitor Center
Red River Parish Police Jury	Mow and clean areas of Lock 4 East and West Recreation Areas
City of Natchitoches	Operation and Maintenance of the Grand Ecore Visitor Center

Vicksburg District, Mississippi Valley Division, Founded 1873

Value to the Nation

Ouachita -Black Watershed

Commodity Movements

Commodity	CY 2010 Short Tons	CY 2011 Short Tons
Crude Petroleum	254,085	102,323
Gasoline	201,497	174,499
Distillate Fuel Oil	101,113	163,687
Nitrogenous Fertilizer	30,341	4,416
Ammonia	65,935	84,642
Sodium Hydroxide	106,250	82,146
Metallic Salts	36,997	11,390
Limestone	181,768	134,664
Grains	59,812	82,207
Oilseeds	78,161	95,521

Ouachita - Black Benefits

Benefit	Value
Transportation Savings	$1,100,000,000
Jobs Sustained	28,000
Annual Payroll	$325,000,000
Impact on Economy	$3,900,000,000
Taxes Paid	$180,000,000

Ports

Ports	Typical Cargo
Greater Ouachita	*Aggregates, oil, fuel, fabricated steel*
Columbia	*Cotton seed and grain*

Recreation

18 Corps recreational areas along the 4 pools of the Ouachita-Black Navigation Project with 700,000 visitors annually - facilities include:

- 18 boat ramps with 48 lanes
- 16 day-use areas
- 1 swimming beach
- Two Class A campgrounds outgranted to local governments

Environmental Stewardship

- Originally part of the project, the **65,000 acre** Felsenthal National Wildlife Refuge lies adjacent to the Ouachita River in Arkansas
- The **15,500 acre** D'Arbonne National Wildlife Refuge is located on Bayou D'Arbonne in Louisiana

Flood Risk Management

Watershed management is provided through a coordinated system-wide water management program utilizing:

- Water storage reservoirs with over 3.5 million acre-feet of capacity
- **Over 370 miles of levees** along the Ouachita River, and in the Tensas-Cocodrie, Larto Lake to Jonesville, Sicily Island and Below Red River areas
- **120 miles of channel** and tributary improvements along the Tensas River
- **5 pumping plants** of 300 cfs, 500 cfs, 750 cfs, 4,000 cfs, and 6,500 cfs

Navigation

- **337-mile Ouachita-Black Navigation Project** provides for a 9-foot by 100-foot navigation channel from the mouth of the Black River to Camden, AR
- **4 Locks and Dams** to regulate pool height and pass navigation
- Project supports approximately **28,000 private sector jobs** with an annual **payroll of $325,000,000**

Water Supply

- Provides water supply for cities of Hot Springs, Malvern, Arkadelphia and Camden in Arkansas as well as Monroe, Louisiana
- Supplies water to nine major industries
- Provides water supply for crop irrigation

H. K. Thatcher L&D
River Mile 281.9

Felsenthal L&D
River Mile 226.9

Columbia L&D
River Mile 117.0

Jonesville L&D
River Mile 25.0

Upper Ouachita NWR

Bayou D'Arbonne NWR

Vicksburg District
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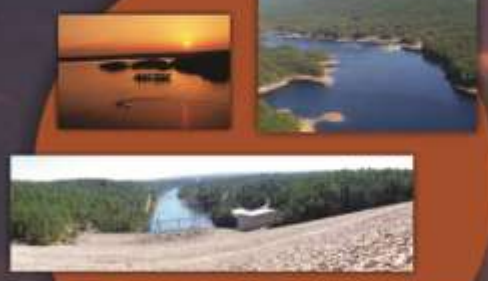
Value to the Nation

Arkansas Lakes



A Corps First!

DeGray Lake holds the distinction as the first "pump back capable" impoundment in the history of the Corps of Engineers. A re-regulation dam forms a 400-acre impoundment directly below the main lake that serves as a storage basin for pump back capable features. During designated times, i.e. drought, the 28,000 KW generator can be reversed pulling water out of the Lower Lake into the main lake to be utilized again for hydropower generation. The 400-acre Lower Lake also serves as an ideal waterfowl refuge.

Hydropower

Project	Generating Capacity
Blakely Mountain Dam - Lake Ouachita	75,000 megawatts
DeGray Lake	68,000 megawatts
Narrow Dam - Lake Greeson	25,500 megawatts

Economic Impacts

Project	Economic Impact
Lake Ouachita	$18,000,000
DeGray Lake	$14,000,000
Lake Greeson	$6,000,000

Did you know?

- **Narrows Dam is the only "all concrete" dam in the Vicksburg District**
- **The 3 Arkansas Lakes support over 700 jobs and provide over $38,000,000 in economic benefits to local economies**

1,127,000 visits in 2012!

Blakely Mountain Dam - Lake Ouachita 1956

Located along the Ouachita River in central Arkansas and surrounded by the Ouachita National Forest, the dam is 1100 feet wide and 205 feet tall creating a lake 205 feet deep at the deepest level. The project includes 690 miles of shoreline, 40,000 acres of water and 20,000 acres of public land. Facilities include 18 recreation areas with 18 campgrounds, 7 day-use areas, 19 boat ramps and 10 swimming beaches.

954,000 visits in 2012!

DeGray Lake 1972

Located along the Caddo River in south central Arkansas, the mulit-purpose project includes 32,400 acres. DeGray Dam has a crest 3,400 feet wide and rises 243 feet above the river bed. The dam creates a lake 200 feet deep at its deepest level with 207 miles of shoreline. Facilities include 15 recreation areas with 8 campgrounds, 7 day use areas, 11 boat ramps and 8 swimming beaches.

366,000 visits in 2012!

Narrows Dam Lake Greeson 1950

Located along the Little Missouri River in southwest Arkansas, Narrows Dam is 941 feet wide and rises to a height of the mean valley. The lake created by the dam, Lake Greeson, stretches 2 miles in length and is 150 deep at its deepest level and has 134 miles of shoreline. The project contains over 16,000 acres with over 15,000 acres forested. Facilities include 17 recreation areas with 12 campgrounds, 7 day-use areas, 9 boat ramps and 6 swimming beaches.

Value to the Nation

Yazoo River Watershed

Yazoo River Watershed

encompasses the delta area extending north from Vicksburg, MS to north of Clarksdale, MS and east from the Mississippi River to the hills east of Greenwood, MS. It consists of roughly 8,900 square miles including all or parts of 12 Mississippi counties. The watershed has an approximate length of 175 miles and an approximate width of 40 miles.

Benefits

Project	Average Annual Costs	Average Annual Benefits
Upper Yazoo Projects	$17,373,000	$52,816,000
Delta Headwaters Project	$24,917,000	$24,917,000

Main Stem



Consists of new and enlarged levee improvements along the Yazoo, Tallahatchie, and Coldwater Rivers from Yazoo City to Prichard, MS; and channel clearing, cutoffs, and channel enlargement along the Yazoo, Tallahatchie and Coldwater Rivers.

Upper Yazoo Projects


Includes channel and levee features along the main channel of the Yazoo, Tallahatchie, and Coldwater Rivers from the vicinity of Yazoo City, MS to the vicinity of the confluence of Arkabutla Creek with the Coldwater River.stabilization, and sediment / erosion control.

Delta Headwaters Project

Consists of 16 watersheds, ranging from 1 to 600 square miles, with features including bank stabilization; grade control structures; floodwater-retarding structures and channel modifications for flood risk management; bank stabilization, and sediment/erosion control.

Flood Risk Management

Flood risk management in the Yazoo River Basin is provided through a coordinated system-wide water management program utilizing:

- 4 water storage reservoirs
- 202 miles of levees
- 103 drainage structures
- 583 miles of channel
- 1 Pumping plant
- 8 Weirs
- Sediment reduction projects
- Erosion reduction measures

Flood Damages Prevented

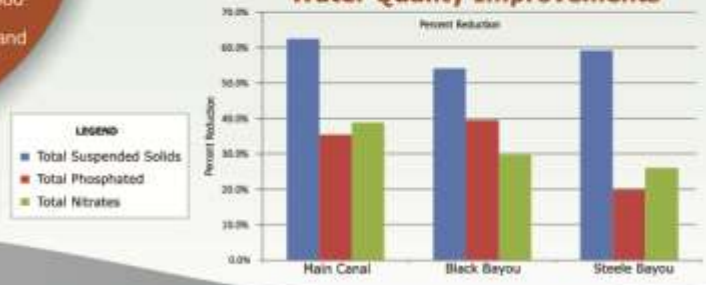
Area	FY 13 Flood Damage Prevented	Cumulative Flood Damage Prevented
Yazoo Backwater	$ 1,217,000	$ 99,311,000
Yazoo Headwaters	$13,093,000	$1,902,369,000
Mississippi Lakes	$ 9,034,000	$1,320,725,000
Big Sunflower River	$ 4,152,000	$ 417,369,000
Total Yazoo Basin	$27,496,000	$3,739,774,000

Environmental Stewardship

Since the early 1990s, the Vicksburg District has been involved with a flood control/sediment reduction project in the watershed which has dramatically improved water quality. Projects have included:

- Installation of low head weirs to maintain minimum water depths in channels
- Installation of 67 sediment control structures to prevent sediment from filling channels
- Water quality monitoring
- Large post-project reduction of in-stream suspended solids (TSS)

Water Quality Improvements



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Value to the Nation

Mississippi Lakes

Benefits

Project	Average Annual Costs	Average Annual Benefits
Arkabutla Lake	$5,000,000	$33,000,000
Sardis Lake	$5,000,000	$34,000,000
Enid Lake	$5,000,000	$22,000,000
Grenada Lake	$5,000,000	$39,000,000

Economic Impacts

Project	Economic Impact	Jobs Supported
Arkabutla Lake	$14,400,000	224
Sardis Lake	$26,200,000	427
Enid Lake	$10,500,000	161
Grenada Lake	$49,930,000	742

Visitation

Project	2012 Visits
Arkabutla Lake	854,371
Sardis Lake	1,300,000
Enid Lake	569,395
Grenada Lake	1,821,815

Did you know?

- Over 4.5 million visits are made to the lakes' facilities each year.
- Visitor spending at the North Mississippi Lakes represents a sizable component of the economies of local communities surrounding the lakes.
- Visitors spend over $101 million annually with 52% being captured by local economies.
- Visitor spending supports the addition of over 1,500 jobs.

Arkabutla Lake – 1943

Located just 30 minutes from Memphis, TN and Tunica, MS, in Tate and DeSoto counties in north Mississippi, Arkabutla Lake covers over 11,000 acres and provides a variety of opportunities for all outdoor enthusiasts to enjoy. Facilities include picnic areas, campgrounds, biking, hiking and walking trails, boat trails, equestrian trails ADA fishing pier and playgrounds.

Sardis Lake – 1940

Sardis Lake stretches over 98,000 acres thru Panola, Lafayette and Marshal Counties in northwest Mississippi. Located approximately 1 hour from Memphis, TN and 30 minutes from the University of Mississippi, the lake is a popular destination for water-related recreation. Facilities include nine campgrounds, boat ramps, cabins, playgrounds and swimming beaches.

Enid Lake – 1952

Located approximately 1 mile off Interstate 55, 72 miles south of Memphis, TN, Enid Lake encompasses over 44,000 acres and is visited each year by more than 1.5 million visitors. Enid has been recognized as one of America's Top 10 Fishing Spots. Facilities include campgrounds, hiking trails, off-road vehicle trail, playgrounds, boat ramps and swimming beaches.

Grenada Lake – 1954

Located in the gently rolling hills of pine and hardwood at the entrance to the Mississippi Delta, The lake covers 36,000 acres and offers some of the best fishing opportunities in the southeastern United States, and most any kind of water activity imaginable. Facilities include campgrounds, boat ramps, fishing areas, shelters, playgrounds and swimming beaches.

Vicksburg District — Founded 1873 — of the Mississippi Valley Division

Value to the Nation

Pearl River Watershed

Carthage

JACKSON

Levee Plan

Consists of raising, strengthening and extending levees to provide protection against flooding.

Monticello

PEARL RIVER

Columbia

Bogalusa

Picayune

The Pearl River originates in Neshoba County, MS and meanders approximately 444 miles to empty into Lake Borgne. The Pear River Watershed covers some 8,760 square miles and includes all or parts of 23 Mississippi Counties parts of 3 Louisiana Parishes.

Flood Risk Management

The Jackson (Fairgrounds) and East Jackson levees were completed in 1968 by the Corps. These protective works consist of two earthen levees, four gated outlets, and two pumping stations. Some 5.34 miles of river channel work was involved in constructing the plan. The Fairgrounds levee protects 420 acres in the fairgrounds area of Jackson on the west side of the river. The longer East Jackson levee protects 5,870 acres, including the town of Pearl and portions of Flowood and Richland. This project was sponsored by the Rankin-Hinds Pearl River Flood and Drainage Control District, which presently operates and maintains the levees. In 1984, an extension on the north end of the Fairgrounds levee was constructed to eliminate flanking of the levee.

Clearing of the floodway below the levee in Jackson was identified as an early action item to reduce Jackson flooding following the 1979 flood. The clearing plan, which was completed in 1984, extended from about 0.5 mile below the old Jackson sanitary landfill to Woodrow Wilson Bridge, a total of 3.3 river miles. The plan consisted of 237 acres of complete clearing, 20 acres of selective clearing, and 89 acres of partial clearing. To offset unavoidable impacts to fish and wildlife associated with the clearing plan, approximately 320 acres of bottomland hardwood were acquired as mitigation. The Pearl River Basin Development District isthe local sponsor

In 2012, the Rankin-Hinds Pearl River Flood and Drainage Control District initiated a Section 211 Flood Risk Management Study to evaluate additional flood risk management alternatives for the Jackson, MS area. The study is funded 100 percent with non-Federal funds.

Environmental Stewardship

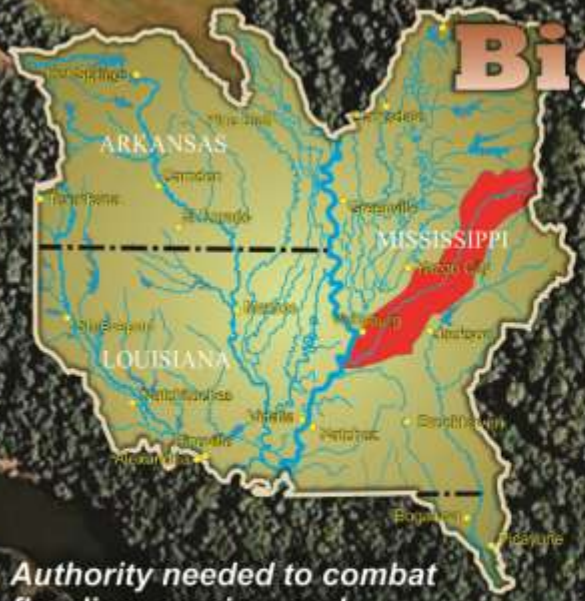
In all aspects of natural and cultural resources management, the Corps promotes awareness of environmental values and adheres to sound environmental stewardship, protection, compliance and restoration practices. The Corps manages for long-term public access to, and use of, the natural resources in cooperation with other Federal, State, and local agencies as well as the private sector.

In late summer and early fall, virtually all of the Pearl River flow was captured by an area known as Wilson Slough. This left the main channel of the Pearl River in the vicinity of Walkiah bluff completely dry in some locations leaving property owners and local citizens with no opportunity to enjoy the benefits of the river. For more than 20 years, locals tried to get a project to restore flows in the vicinity of Walkiah Bluff. Using an authority established by Congress in 1990 which provided for environmental wetland restoration the Corps began the Pearl River, Walkiah Bluff Flow Distribution Project. The project was designed to restore flows in the Pearl River and once again make it a viable resource for both Mississippi and Louisiana.

Vicksburg District — Founded 1873 — of the Mississippi Valley Division

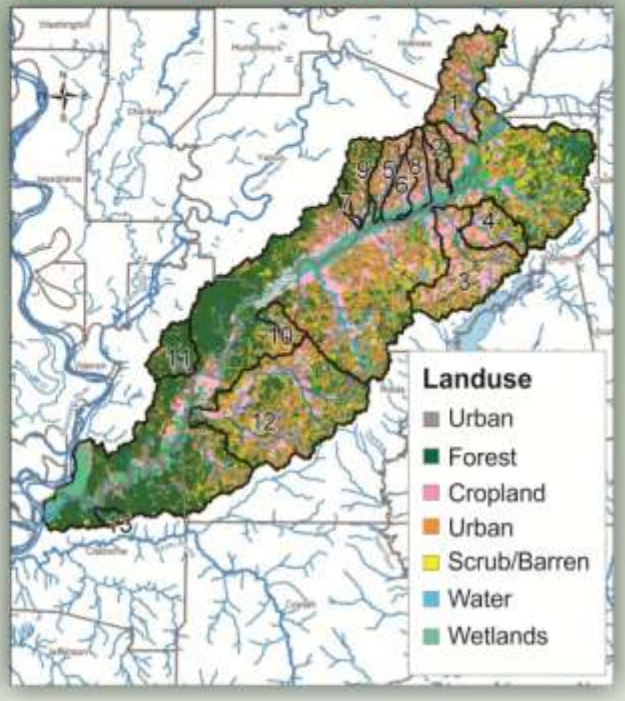
Value to the Nation

Big Black River Watershed



Authority needed to combat flooding, erosion, and sedimentation problems which leads to streambank caving, loss of fish and wildlife resources, poor water quality and adds to problem of Gulf Hypoxia Zone.

Land Use in the Basin



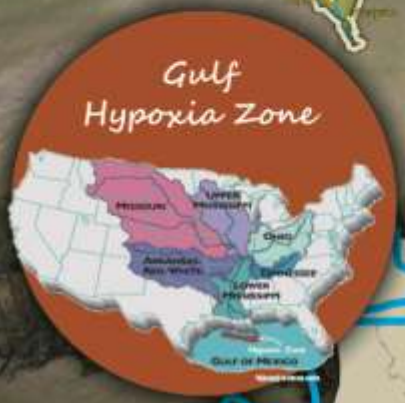
Environmental Stewardship

Nonpoint loading of sediment in a water body results from the transport of the material into receiving waters by the processes of mass wasting, head cutting, gullying, and sheet and rill erosion. Sources of sediment include:

- Agriculture
- Silviculture
- Rangeland
- Construction sites
- Roads
- Urban areas
- Mass wasting areas
- Gullies
- Surface mining
- In-channel and instream sources
- Historical landuse activities and channel alterations

Value to the Nation

Southwest Tributaries

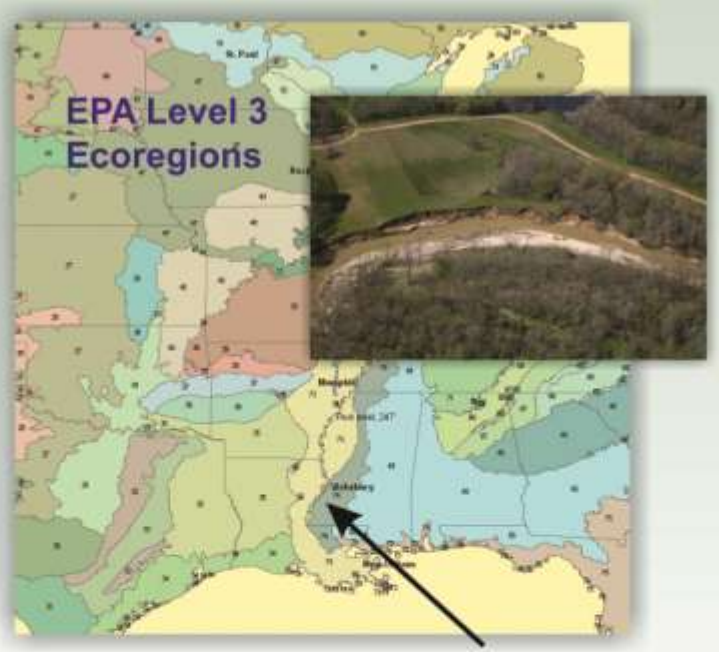


HINDS
Utica
Bayou Pierre
Crystal Springs
55
Port Gibson
CLAIBORNE
Hazlehurst
JEFFERSON
COPIAH
Fayette
LINCOLN
61
Natchez
ADAMS
Roxie
FRANKLIN
Meadville
Mississippi
Homochitto River
Crosby
Buffalo River
WILKINSON
Woodv
Centreville

The basin comprises a drainage area of approximately 3,200 square miles. All or parts of nine counties in southwestern Mississippi are included – Adams, Amite, Claiborne, Copiah, Franklin, Hinds, Jefferson, Lincoln, and Wilkinson. The basin extends in a north-south direction approximately 60 miles from just north of Port Gibson, MS, t o the vicinity of the Mississippi-Louisiana state line on the south; it extends in an east-west direction approximately 55 miles from the Mississippi River on the west to Interstate 55 on the east. Three major streams---Buffalo River, Homochitto River, and Bayou Pierre drain most of the area and flow directly into the Mississippi River.

Environmental Stewardship

Seeking authority to combat flooding, erosion, and sedimentation problems which leads to streambank caving, loss of fish and wildlife resources, poor water quality and adds to problem of Gulf Hypoxia Zone.



Mississippi Loess Plain 74

Vicksburg District
Founded 1871
of the Mississippi Valley Division

Value to the Nation

Bayou Meto

The project area includes Lonoke, Jefferson, Prairie, Arkansas, and Pulaski Counties and involves the study of 1,350 square miles in a 433,166 acre Improvement Project Area (IPA) with 369,874 acres of irrigated cropland.

Jacksonville
Sherwood
40
Lonoke
70
PULASKI
Bayou Meto
Two Prairie Bayou
PRAIRIE
LONOKE
England
165
Wabbaseka
Stuttgart
79
ARKANSAS
JEFFERSON
Altheimer
Bayou Meto

Pump Station No. 1/Reservoir

A pump station that takes excess surface water from the Arkansas River, pumps it up into a reservoir to utilize gravity flow, and puts it into a delivery system for irrigation use.

Little Bayou Meto Pump Station

A pump station that evacuates water from the Bayou Meto Basin and reduces flood damage on farmland and stress to bottomland hardwood forests that benefit waterfowl.

Continuing Authorities Program Section 205

SMALL FLOOD CONTROL PROJECTS of the Flood Control Act of 1948

Provides for local protection from flooding by the construction or improvement of flood control works.

Flood Risk Management

The project includes a pump station to evacuate water from the Bayou Meto Basin and reduces flood damage on farmland and stress to bottomland hardwood forests that benefit waterfowl management.

Jacksonville and Sherwood, AR have requested participation in individual Section 205 projects designed to assist with small flood control projects which will improve Flood Risk Management potential for the communities.

Environmental Stewardship

The project area includes 10,000 acres of herbaceous wetland complexes, along with riparian buffers and improvements to the Bayou Meto Wildlife Management Area to provide environmental restoration and enhancement features.

Water Supply

The project has features which divert excess water from the Arkansas River via a delivery system that contains pump stations, incorporates a system of new canals, existing streams, and pipelines to deliver water to depleted areas.

Project Features:

107 Miles of New Canal

1,750 CFS Pump Station

Riparian Buffers

128 Miles of Channel Work

10,000 Acres of Herbaceous Wetland Complexes

132 Miles of Ditch Enlargements

465 Miles of New Pipeline

Founded 1873 Vicksburg District of the Mississippi Valley Division

Value to the Nation

Lower Mississippi River Museum





LMRM
Lower Mississippi River Museum and Riverfront Interpretive Site

Authorized by Section 103 © of WRDA 1992 and amended by Section 508 (b) of WRDA 2000 and the Energy and Water Development Act of 2006.

Congress authorized the Vicksburg District to construct the Lower Mississippi River Museum and Riverfront Interpretive Site in the form of a regional visitor center incorporating the old Motor Vessel Mississippi in conjunction with other potential riverfront development features planned by the City of Vicksburg, MS.

Visitation:
Though no funds have been spent for promotion of the facility, visitation has grown from 11,000 to over 30,000 in the first two years of operation.

Group Usage:
The facility has been used for meetings and conferences by groups such as:
- State Chamber of Commerce
- Junior Auxiliary
- USGS
- Vicksburg Assoc. of Marketing Professionals
- Great MS Road Race
- Coast Guard
- AmeriCorps
- MS-Lou Agri Tourism
- Golding Barge

Strengths:
- Unique facility in the region
- Rising visitor numbers
- Tremendous opportunity for facility usage growth
- Attracts tourists to Vicksburg and Warren County

Challenges:
- Currently funded through MR&T program
- Shrinking available Federal funds
- Only funded through 12 Oct 2014


Value to the Nation

Mat Sinking Unit

The Mat Sinking Unit in concert with the Clearing and Snagging Unit, Bank Grading Unit and Mat Loading Unit supports the Regional Mississippi River and Tributaries (MR&T) Channel Improvement Program with strategic placement of articulated concrete mat along the river. The benefits include minimization of channel migration and protection of flood control structures.

Current Mat Sinking Unit

- Built in 1948
- Multiple upgrades since construction
- Requires large labor force
- Antiquated and obsolete
- Safety regulation compliance challenges

Mississippi Valley Division has initiated a re-design of the mat sinking unit.

New Mat Sinking Unit

- Smaller and more agile
- Require less labor to operate
- Incorporates latest technology
- Incorporates safety specifications

Did you know?

- The Mat Sinking Unit maintains approximately 1000 river miles of main line Mississippi River
- Revetment from Head of Passes in Louisiana to Cairo, Illinois.
- The Mat Sinking Unit replaces on average 1% of revetment per year.
- The Mat Sinking Unit is a unique plant constructed in 1948 which underwent major modifications in 1968.

Value to the Nation

US Army Corps of Engineers®
Vicksburg District

Founded 1873
Vicksburg District
of the Mississippi Valley Division

Funding Information

Funding Information

Cong Distr	Approp/Project	FY 14 Allocation	FY 15 President's Budget	Additional Capability Needs	FY 15 TOTAL CAPA-BILITY	FY 15 WORK WHICH COULD BE ACCOMPLISHED WITH ADDITIONAL FUNDS
Investigations						
AR, LA	Ouachita and Black River, AR & LA (Secion 216)	0	0	150	**150**	Conduct recon level investigation to determine changed conditions and investigating bank erosion and caving along channel. Current authorization does not include bank stabilization.
AR, LA	Ouachita River Watershed, AR & LA	0	0	150	**150**	Conduct the Initial Watershed Assessment using a system based approach to identify water supply needs, FRM benefits, ecosystem restoration opportunities and to detetermine Federal interest & benefits.
LA, MS	Pearl River Basin Watershed, MS & LA	0	0	150	**150**	Conduct the Initial Watershed Assessment using a system based approach to identify water supply needs, FRM benefits, ecosystem restoration opportunities and to detetermine Federal interest & benefits.
AR, LA	Red River Basin Watershed, AR & LA	0	0	150	**150**	Conduct the Initial Watershed Assessment using a system based approach to identify water supply needs, FRM benefits, ecosystem restoration opportunities and to detetermine Federal interest & benefits.
LA, MS	West Pearl Navigation Deauth (Section 216)	0	0	150	**150**	Conduct recon level investigationto determine changed conditions and initiate deauthroization of existing project.
Total Investigations		**0**	**0**	**750**	**750**	
Construction						
AR-4,LA-4,5	Red River Below Denison Dam	0	0	6,300	**6,300**	Construction of Lee rehabilitation item 9A, II ($1,500), item 9B ($4,500) and gravel surfacing ($300).
AR-4, LA-4	Red River Emergency	0	0	19,600	**19,600**	Fully fund construction of Dickson Revetment, Phase II. (3,500), Fully fund construction of Dickson Revetment, additional phase (15,500), Initiate design of Glycerine Revetment and Dikes.(300) Initiate design of Float Revetment Ph I, II and III.(300)
LA-4,5	JBJWW, MS River to Shreveport	0	0	13,000	**13,000**	To continue land acquisition and development for project mitigation ($1,500), Alexandria Front Dike field reinforcement ($1,000), Additional recreation development ($3,000.), Fully fund construction of Hadden Ft. Reinforcement ($4,500), Fully fund construction of Curtis revetments ($2,700), Prepare economic update to be in compliance with budget EC($300k)
LA-5	Ouachita River Levees	0	0	1,400	**1,400**	Gravel surfacing of levees below Monroe, LA, Phase IV.
Total Construction		**0**	**0**	**40,300**	**40,300**	
Operation and Maintenance						
LA-4	Bayou Bodcau	1,542	1,277	850	**2,127**	Clean backfill drains and replace drainage cultverts at outlet channel ($400), remove trees from spillway and herbicide spraying ($300), Puchase dam safety equipment ($150).
LA-4	Bayou Pierre	23	23	12	**35**	Maintenance of features ($12)
LA-4	Caddo Lake	205	204	450	**654**	Dewater and repair embankment ($250);Inspect and clean under slab drains ($250)
AR, LA, MS	Insp of Completed Works	609	512	465	**977**	Additional Critical Levee Inspections and Channel Inspections performed by OD-MP. Fully funding for the Levee Safety Program. ($465)
LA-4,5	J Bennett Johnston WW	10,616	8,260	3,960	**12,220**	Fully fund Dredging ($2,400), replace nuts and bolts on anchor cable to five tainter gates ($275), repair dike markers ($60), replace bearings in gear box on tainter gate ($75), repair roof at Central Maintenance Unit ($150), Update artifacts and displays at visitor centers ($500) and stabilize banks at visitor center ($500).
LA-5	Lake Providence Harbor	1,200	14	1,316	**1,330**	Perform maintenance dredging.
LA-5	Madison Parish Port	150	4	524	**528**	Perform maintenance dredging.
	NEPP	158	0	0	**0**	
AR-4,LA-5	Ouachita & Black Rivers-Navigation Project	11,188	9,234	3,795	**13,029**	Fully fund dredging ($2,000); Replace high water pilings at locks and dams ($325), repair concrete base on hinged crest gate ($145), realignment of access to boat ramps ($250), bank stabilization and dock replacement ($550), demo 3 comfort stations and replace with ADA compliant ($325) and replace admin building at Columbia ($200).
LA-4	Wallace Lake	220	217	565	**782**	Fund dewatering & two slide repairs ($565)
Total Operation and Maintenance		**25,911**	**19,745**	**11,937**	**31,682**	
Regulatory Functions		**3,804**	**3,914**	**0**	**3,914**	
Flood Control & Coastal Emergency		**406**	**429**	**0**	**429**	
	SUBTOTAL REGULAR APPROP	**30,120**	**24,088**	**52,987**	**77,075**	
MR&T Investigations						

Cong Distr	Approp/Project	FY 14 Allocation	FY 15 President's Budget	Additional Capability Needs	FY 15 TOTAL CAPA-BILITY	FY 15 WORK WHICH COULD BE ACCOMPLISHED WITH ADDITIONAL FUNDS
AR, LA, MS	Collection & Study of Basic Data	8,370	9,280	3,400	**12,680**	Collection of data for flood prediction, flowline and geomorphic study efforts.
Total MR&T Investigations		**8,370**	**9,280**	**3,400**	**12,680**	
MR&T Construction						
AR, LA, MS	Mississippi River Levees	13,455	12,155	23,500	**35,655**	Construct Waterproof-Upper Lake Concordia, LA, Item 374-R ($10,000), Construct Magna Vista-Brunswick, MS, Item 465-L ($8,000), construct Lake Jackson to Palmetto, It 511L ($4,000) and Willow Pt Youngs Pt, LA It 457R ($1,500)
AR, LA, MS	Channel Improvement Dikes	35,563	3,270	14,900	**18,170**	Complete Construction Wilson Point Dikes ($5,400), Const Ben Lomand ($6,100) and Anconia Chute ($3,400)
AR, LA, MS	Channel Improvement Revetment		13,330	0	**13,330**	
Total MR&T Construction		**49,018**	**28,755**	**38,400**	**67,155**	
MR&T Maintenance						
AR-4,LA-5	Boeuf & Tensas Rivers	3,939	2,485	992	**3,477**	Repair 2 impeller bell housing/cones ($400), Repair guide rails & beams ($442) and Lake chicot PP inlet channel repairs ($150)
AR, LA, MS	Dredging Maint	9,523	5,023	0	**5,023**	
AR, LA, MS	Insp of Completed Works	371	371	300	**671**	Red River Backwater, Ouachita-Black River and OD-MP Inspections, levee certifications, channel inspections and I-Walls. Levee Safety requirements demand more detailed inspections.; Includes 463 miles of levees, 516 miles of channels, 125 drainage structures, 1 pumping plant & 15 weirs ($300)
LA-5	Lower Red River, South Bank	456	498	150	**648**	Levee Slides/Stone for Levee Surfacing. ($150)
AR, LA, MS	Mapping	298	302	300	**602**	Additonal mapping assistance for work in the CAD/GIS topographi,hydrographic or geospacial areas.
AR, LA, MS	Mississippi River Levees	3,192	2,331	1,700	**4,031**	Levee Slide Repairs that threaten the integrity of the levees threaten life and safety ($1,200). Operation and maintenance of mitigation areas ($500)
LA-5	Red River Backwater	2,414	3,262	1,625	**4,887**	Design of Larto Lake-Jonesville Levee setback and berm ($750), Levee slides ($500), HaHa Bayou Pump repair ($275), replace equipment for Tensas Cocodrie PP ($100)
AR, LA	Red-Ouachita Basin Levees	0	0	500	**500**	500,000 could be used for repairs affecting levee stability and further investigation of other issues along the levee/floodwall
AR, LA, MS	Channel Improvement (Revetments & Dikes)	14,052	15,052	18,000	**33,052**	Stone repairs to existing dikes damaged during 2011 flood ($12,000) and repair to revetment and dikes for channel realignment ($6,000)
Total MR&T Maintenance		**34,245**	**29,324**	**23,567**	**52,891**	
	SUBTOTAL MR&T APPROP	**91,633**	**67,359**	**65,367**	**132,726**	
TOTAL ALL APPROPRIATIONS		**121,753**	**91,447**	**118,354**	**209,801**	
	Investigations	8,370	9,280	4,150	**13,430**	
	Construction	49,018	28,755	78,700	107,455	
	Maintenance	60,156	49,069	35,504	**84,573**	
		117,544	87,104	118,354	**205,458**	

Supplemental Funding

Vicksburg District
Operation Watershed Recovery
Projects

Items Funded

109

Funding Required for 109 Items

$254 M

Items Complete

80

Items recently awarded or under construction

29

Items to be initiated

0

✓ Indicates Completed Item

USACE FRAGO

Risk Classification	Category
Class I	MRL
Class II	Dredge
Class III	CI-Revetment
Class IV	O&M
	Structure

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Supplemental Funding - PL 112-77

O&M and MR&T, Construction and Maintenance (FRM, NAV)

Location: Throughout the Vicksburg District.

Description: The Mississippi River and Tributaries (MR&T), a legacy flood damage reduction system performed, as designed under tremendous and prolonged pressure from the historic 2011 flood event. It is the Flood or Record for most gauges between Cape Girardeau, MO and the Gulf of Mexico. Not a single life was lost to flooding in the areas across seven states protected by the MR&T system. Since its inception, the MR&T system is credited with preventing $612 billion, or in excess of half a trillion dollars, in cumulative flood damages. At an investment level of $14 billion, those savings result in a $44 return on every $1 invested. The 2011 flood fight is the first time the total watershed system required operation in a synchronized manner in order to manage the highest level of water it has ever seen.

Issues: While the MR&T system performed as designed and managed historical water levels during the Flood of 2011, many sites received damage that threatened the system's performance in future flood seasons. Many of the Flood's critically damaged sites have been repaired within the last 18 months but it is vital to repair the remaining damaged sites to preserve the systems functionality and restore the flood protection provided by the MR&T system.

Importance: Flood control systems protect lives and property. Levees hold back floodwaters; river training structures improve navigation, stabilize bends, and reduce maintenance dredging requirements. Revetment construction maintains channel alignment and protects the banks from erosion while numerous other facilities serve the many public needs across the area.

Risk: Subsequent flood seasons will require extreme vigilance and advanced preparedness to ensure safety and security of citizens, infrastructure and industry. Safe and secure Corps facilities, as well as operation of the MR&T system, is required to preserve the Nation's valuable infrastructure investment.

Consequence: Catastrophic damage to the navigation channel, river banks, and adjacent mainline levee is likely to occur if the system is not repaired/constructed as planned. During the Flood of 2011 an estimated 1.4 million residential and commercial structures, 10 million acres of land, as well as 3.6 million people would have been impacted had the MR&T not functioned as designed.

Figure 1.
LeLand – LaGrange Damage

Figure 2.
Leland – LaGrange Repairs Nearing Completion

Status: All critical items will be complete by 31 December 2014.

Sponsor/Customer: Mississippi Levee Board, Fifth Louisiana Levee Board, Southeast Arkansas Levee District, Red River Waterway Commission, Ouachita River Valley Association

Congressional Interest: Senate: Boozman and Pryor (AR), Landrieu and Vitter (LA), Cochran and Wicker (MS); House: Crawford (AR-1), Cotton (AR-4), Alexander (LA-5), Thompson (MS-2), and Harper (MS-3).

Investigations

Investigations

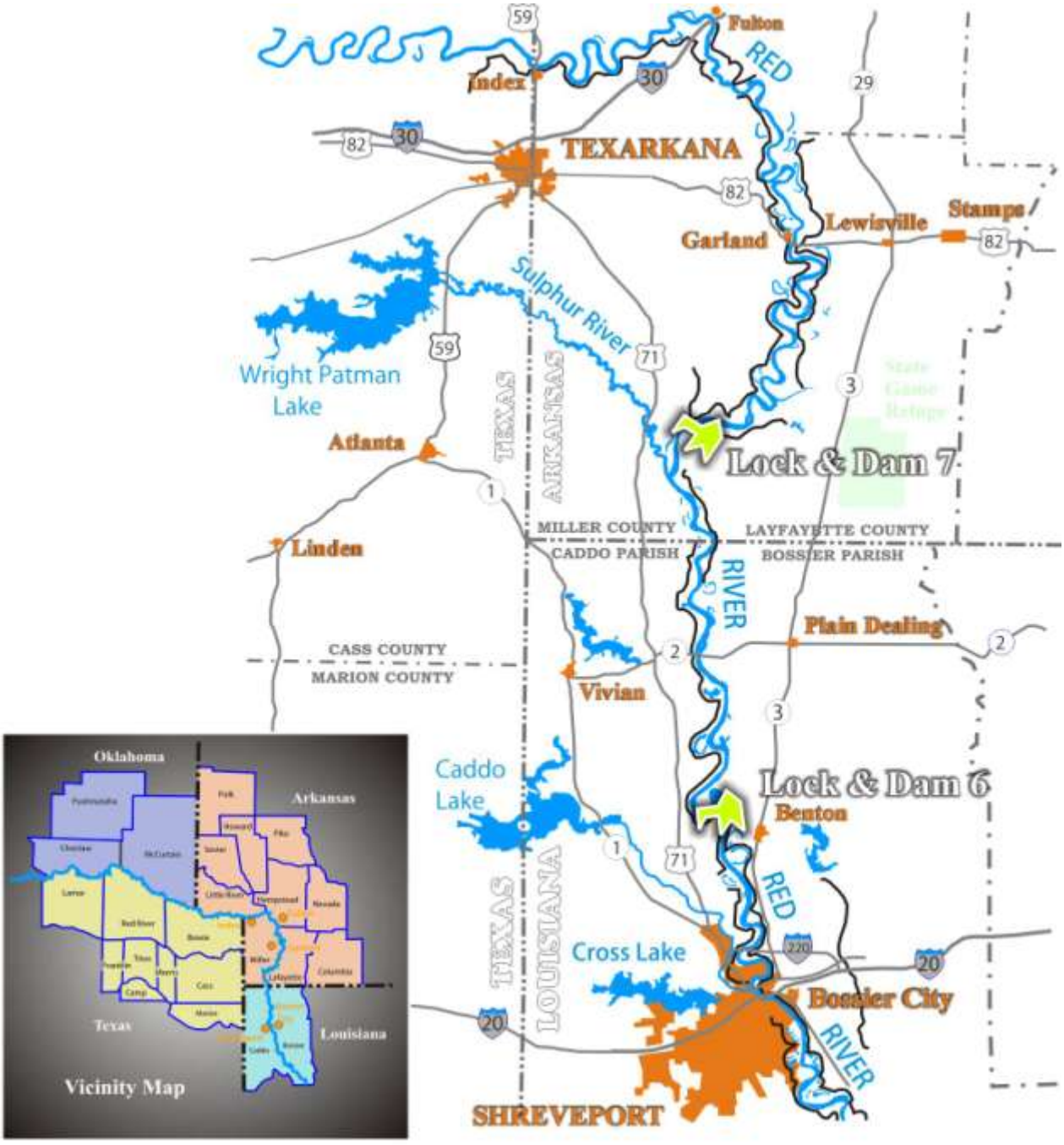
Investigations

The major objective of the Investigations program is to study projects that provide solutions to water resource problems. The Corps undertakes studies in response to directives (authorizations) from Congress. Congressional authorizations are contained in public law and in resolutions of either the House Public Works and Transportation Committee or the Senate Environment and Public Works Committee.

Most studies are conducted in two phases--reconnaissance and feasibility. The reconnaissance phase is fully funded by the Federal Government and is usually completed in 12 months. The purpose is to define the problem, opportunities, and identify potential solutions. It also determines whether or not planning should proceed into the feasibility phase based on a preliminary appraisal of the Federal interest, cost, benefits, and environmental impacts of the identified potential solution. The phase is completed upon the signing of the Feasibility Cost-Sharing Agreement (FCSA) by the Corps and a project sponsor.

The feasibility phase can take up to 3 years to complete and is cost shared equally between the Federal Government and the non-Federal sponsor. The report results in recommendations to Congress for or against Federal participation in solutions to the water resource problem and opportunities identified in the study. A recommendation for Federal participation identifies a recommended plan/project, generally for construction authorization and funding.

The Preconstruction, Engineering and Design Studies (PED) phase of project development encompasses all planning and engineering necessary for project construction, after release of the report and Division Engineer's public notice on a favorable study. Preparation of design memorandums and plans and specifications will be cost shared in accordance with the cost sharing required for project construction.



Red River Navigation, Southwest Arkansas

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Red River Navigation, Southwest AR, AR

1983 SAA (PL 98-63), 30 Jul 83, and WRDA 1996, Sec 402

Investigations (NAV)

Location: The study area is located in northwest Louisiana and southwest Arkansas and includes the 135 miles of the Red River between Shreveport, LA, and Index, AR.

Description: The study is investigating alternatives for extending navigation from Shreveport, LA, to Index, AR. Unless additional economic benefits can be found, the project is not economically feasible. The plan that comes closest to meeting the test of economic justification consists of two locks and dams between Shreveport, LA, and Garland, AR, a distance of approximately 82 river miles.

Issues: The sponsor has posed several concerns regarding the prior transportation savings rate analysis. As a result, an agreement was reached to have the rate analysis conducted again through the Corps Navigation Center of Expertise using non-Federal sponsor contributed funds and with the understanding that the sponsor will provide an updated user survey.

The District and the Non-Federal sponsor amended the Feasibility Cost-Sharing Agreement (FCSA) in FY13 to reflect allowance of contributed funds. However, the sponsor had funding revoked that had been set aside for the contributed funds. The Corps received a letter from Governor Beebe requesting that the Corps keep the study active until the end of FY14. The State of Arkansas anticipates having funding reinstated around July 2014.

Importance: The study area includes significant tonnages susceptible to waterborne transportation. The project is important to the States of Louisiana and Arkansas, the Red River Valley Association, Red River Waterway Commission, and the Arkansas Red River Commission.

Risk: Loss of significant National Economic Development and regional benefits if not constructed.

Consequence: Commodities continue to move at a higher transportation cost to the ultimate consumer.

Red River

Activities for FY 14: None. No funds are available. Sponsor willing to contribute if funds become available.

Acquisition Strategy: None.

Amount That Could Be Used in FY 15: Funds of $150,000 could be used to continue feasibility study in conjunction with the use of contributed funds.

Project Sponsor/Customer: Arkansas Red River Commission

Congressional Interest: Senate: Pryor and Boozman (AR), Landrieu and Vitter (LA); House: Cotton (AR-4) and Fleming (LA-4).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Feasibility	$4,370,000	$4,068,000	$0	$0	$150,000

West Pearl River Navigation, LA and MS

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
West Pearl River Navigation, LA and MS
Section 216, FCA 1970

Investigations (NAV)

Location: The West Pearl River Navigation project is located in southeast Louisiana and south Mississippi.

Description: The project was authorized by the Rivers and Harbor Act of 1935. The project, which began in 1938 and was completed in 1956, was designed to provide a minimum depth of 7 feet for navigation from the mouth of the West Pearl River to the vicinity of Bogalusa, LA, a distance of approximately 58 river miles. The project is divided into two open river sections and an approximate 20-mile canal section that includes three locks. Sills across the Bogue Chitto River, the Pearl River, and an unnamed creek maintain navigable depths in the canal section. This study is directed at deauthorization and disposal of the project.

Issues: The Pearl River Navigation project has exceeded its 50-year project life and has no commercial traffic. Efforts to reopen the waterway by the Vicksburg District in the mid-1980s to early 1990s by performing needed maintenance dredging were opposed by noncommercial groups. Maintenance dredging was last performed in 1988 and 1989. The last recorded barge movements occurred in 1991. In 1995, environmental litigation seeking declaratory and injunctive relief was filed, and the Corps was enjoined from dredging. In 1995, Congress officially placed the project in "caretaker" status by directing the limited project funds be used for maintenance of caretaker status. The project is in an unmanned caretaker status at this time. An Initial Appraisal Report was prepared recommending deauthorization of the project.

Importance: Funds have been requested for a New Start reconnaissance study directed at deauthorization and disposal of the project.

Risk: Recent engineering assessments completed for the lock facilities indicated that the sheet pile lock walls are rapidly corroding.

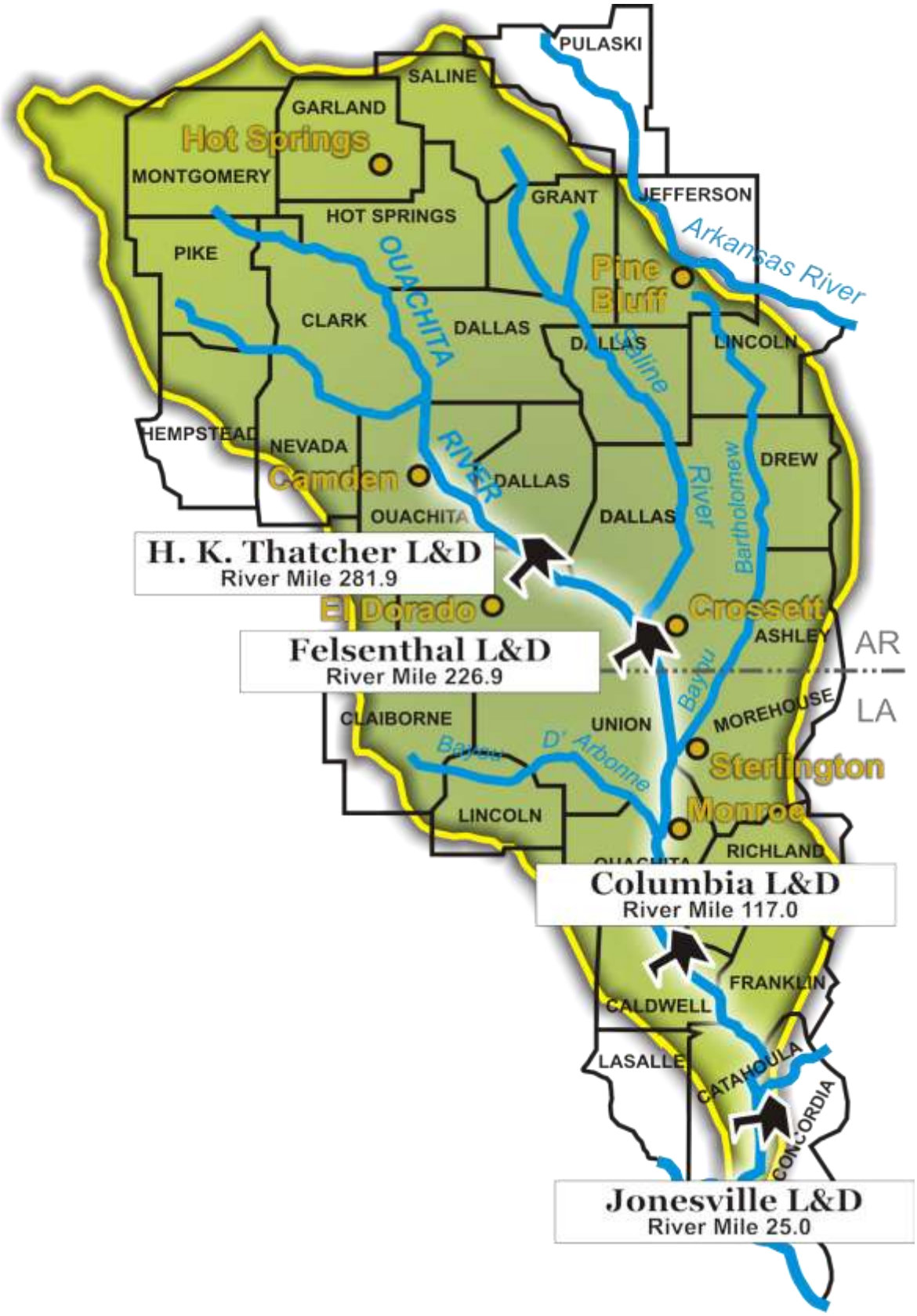
Consequence: Locks are deteriorating and are potentially unsafe.

Amount That Could Be Used in FY 15: Funds in the amount of $150,000 could be used to complete a reconnaissance study directed at deauthorization and disposal of the project.

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu (LA) and Cochran (MS); House: Palazzo (MS-04).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 14	FY 15 Budget	FY 15 Total Capability
Reconnaissance	$150,000	$0	$0	$150,000



Ouachita River Watershed

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Ouachita and Black River, AR and LA
FCA 70 (Sec 216), as amended by WRDA 86.

Investigations (NAV)

Location: The Ouachita River Watershed is located in Arkansas and Louisiana.

Description: A reconnaissance study will serve as a basis for both the Corps and other agencies to examine current and future problems and needs in the Ouachita River Basin related to changes in the existing project and flood damage reduction, navigation, water supply (surface and ground water), bank stabilization, ecosystem restoration, and recreation as required in order to assess the extent of these problems and the Federal interest in measures to address them.

Issues: A reconnaissance study is necessary to address the changes experienced since the completion of the Ouachita and Black Rivers.

Importance: This potential reconnaissance plan has strong support by the Ouachita River Valley Association and other stakeholders who have been working for several years to initiate a watershed-level study for the area. A reconnaissance study will serve as a basis for both the Corps of Engineers and other agencies related to flood damage reduction, navigation, water supply (surface and ground water), bank stabilization, ecosystem restoration, and recreation as required in order to assess the extent of these problems and the Federal interest in measures to address them.

Risk: Current authority does not address bank stabilization for the project and recent flood events are causing erosion of the channel and impacting navigation. Additionally, water supply is becoming critical both from an agricultural and municipal and industrial standpoint within the basin. If these problems are not addressed, they will impact the economic growth within the basin.

Consequence: If not funded, investigation of possible solutions to water resource problems and needs within the basin will be delayed; potentially increasing the damages and negative impacts associated with flooding, agricultural water needs, and the environmental habitat.

Acquisition Strategy: None.

Amount That Could Be Used in FY 15: Funds in the amount of $150,000 could be used to conduct reconnaissance study investigating bank erosion and caving near levee toes and potential ecosystem restoration opportunities.

Project Sponsor/Customer: Ouachita River Valley Association

Congressional Interest: Senate: Boozman and Pryor (AR), Vitter and Landrieu (LA); House: Cotton (AR-04), Fleming (LA-4), and McAllister (LA-5).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 14	FY 15 Budget	FY 15 Total Capability
Reconnaissance	$150,000	$0	$0	$150,000

Ouachita River Basin Watershed, AR and LA

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Ouachita River Basin Watershed, AR and LA

Section 729 of WRDA of 1986 as amended by Section 202 of WRDA 2000

Investigations (FRM) – NEW START

Location: The Ouachita River originates in Polk County, Arkansas, and flows 510 miles in a southerly direction to Jonesville, Louisiana, where it converges with the Tensas and Little Rivers to form the Black River.

Description: Ouachita River basin is one the most environmentally, economically and culturally diverse watersheds in the entire Mississippi River Watershed, covering 19,000 square miles across south-central Arkansas and north-central Louisiana (Figure 1). The Ouachita River originates in Polk County, Arkansas, and flows 510 miles in a southerly direction to Jonesville, Louisiana, where it converges with the Tensas and Little Rivers to form the Black River. The Black River meets the Red River 41 miles south of Jonesville. About 28 miles below the mouth of Black River, the Red River comes to a junction with the head of the Atchafalaya River and the western end of the 7-mile-long Old River, which historically linked these rivers to the Mississippi River. Fifty-nine percent of the watershed is forested and twenty-nine percent is agricultural land. It contains one National Forest, three National Wildlife Refuges, twelve Arkansas Wildlife Management Areas and four Louisiana Wildlife Management Areas. Major cities include Hot Springs and Camden, Arkansas and Monroe, Louisiana. The Ouachita River basin contains a wide range of water resources infrastructure and provides a unique opportunity to demonstrate a watershed-based Integrated Water Resources Management (IWRM) budgeting approach consistent with the National Watershed Vision.

Issues: Currently, no strategic plan for the Ouachita River Watershed exists that allows decision-makers and stakeholders to prioritize activities within the basin. Water resources problems include flooding of urban and rural properties. Bank caving along the river is endangering levees that provide urban and rural flood protection. During October 2009, high flows were threatening levees in several locations. Future bank caving could cause levee failures or significant damage to public infrastructures adjacent to or located on the banks. These damages could lead to significant flooding of area development and/or potential loss of life. Significant problems with navigation on the Ouachita River have been experienced in recent years because authorized cutoffs were never constructed and the existing radius of bendways above Monroe, Louisiana, is too small for tows to make the turns without "light loading" of barges.

The Louisiana and Arkansas Departments of Environmental Quality (LDEQ and ADEQ) has been monitoring water quality in the Ouachita/Black Basin and has concluded that most streams within this basin have fair water quality. Sources of water quality concern typically stem from agricultural and forestry run-off, and municipal and stormwater discharges. Natural resources within the Ouachita River Basin include but are not limited to several national wildlife refuges (Felsenthal, D'Arbonne, Upper Ouachita, Catahoula) and several state-operated wildlife management areas.

Stakeholder Concerns: Waterway users indicate a desire for enhanced utilization of all business lines and a desire to put together a comprehensive plan to allocate resources within the Ouachita watershed.

Scope of Study: A reconnaissance study will serve as a basis for both the Corps and other agencies to examine current and future problems and needs in the Ouachita River Basin related to flood damage reduction, navigation, water supply (surface and ground water), bank stabilization, ecosystem restoration, and recreation as required in order to assess the extent of these problems and the Federal interest in measures to address them.. There are potential opportunities to provide value to the Nation in navigation (NAV), flood risk management (FRM), environmental restoration (ENR), hydropower (HYD), water supply (WS), and recreation (REC) business lines.

Possible Solutions: Problems have been identified in the watershed including channel sedimentation accumulation and bank stabilization issues. Opportunities exist to investigate other uses for the waterway outside of the designed navigation project including incorporating bank stabilization practices into the current management of the program and identifying potential ecosystem restoration options throughout the watershed

Sponsor: The Ouachita River Valley Association (ORVA) is poised and committed as a partner with the Vicksburg District to deliver sustainable water resource solutions within an IWRM, systems-based approach. The 100-year-old ORVA (FRM, NAV, ENV, WS and REC) is uniquely positioned as a catalyst for strategic partnership development within the Ouachita Watershed. MVK is continually engaged with ORVA across a wide range of water resources in the Ouachita Watershed.

Cost: $150,000

Construction

Construction

Construction

The main objective of a construction program is to complete authorized and appropriated projects as economically and quickly as practicable within program constraints and consistent with national priorities.

Under the provisions of a cost-shared project, prior to initiation of construction, the non-Federal sponsor and the government enter into a Project Partnership Agreement (PPA). The PPA describes all of the requirements and responsibilities relating to construction of the project including items of local cooperation required from the non-Federal

J. Bennett Johnston Waterway,
Mississippi River to Shreveport, LA

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
J. Bennett Johnston Waterway, LA

Sec. 101, RHA 68; Sec 187, WRDA 76; Sec. 1305, SAA 84; Sec 601, WRDA 86; Sec.4, WRDA 88; Sec. 102, WRDA 90; Sec. 301, WRDA 96; Sec. 316, WRDA 00; E&WDAA 94, 96, 97, Sec. 3080, WRDA 07.

Construction (NAV)

Location: The J. Bennett Johnston Waterway (JBJWW) project is located in central and northwest Louisiana.

Description: The project provides for a 9- by 200-foot navigation channel extending about 236 miles from the Mississippi River through Old River and Red River to the vicinity of Shreveport, LA. Five locks and adjacent dams provide a lift of about 141 feet. Facilities to provide recreation and mitigation of fish and wildlife losses are also an integral part of the project. Although the project is open to navigation, refinements to the channel alignment are necessary to improve the safety and reliability of the navigation channel as well as to reduce maintenance dredging costs. These refinements consist of reinforcing or capping out existing revetments as well as adding additional contraction structures (dikes) to improve navigation conditions.

Issues: WRDA 2007 increased the authorized cost for mitigation to $33,912,000 allowing the purchase of cleared or agricultural lands for reforestation. Land mitigation is required to compensate for losses during construction of the project. Refinements to the channel alignment are necessary to improve the safety and reliability of the navigation channel as well as to reduce maintenance dredging costs.

Importance: Navigation from the MS River to Shreveport provides an artery for low-cost transportation, which stimulates economic growth of the region. Estimated savings are based on an annual movement, as forecast, of 7,845,000 tons. Waterborne commerce tonnage on the waterway in 2011 was 8,185,596 tons.

Risk: Without funding, required land acquisition and development cannot continue and navigation refinement will cease.

Consequence: Approximately 60% of required mitigation land (14,000 acres) has been purchased to date (8,437 acres). Without additional acquisitions, the Corps will not meet its land mitigation requirement for the project. Additionally, a lack of navigation refinement could lead to channel degradation.

Dike Field and Commercial Traffic on the JBJWW

Activities for FY 14: Carryover funds are being used to for mitigation development.

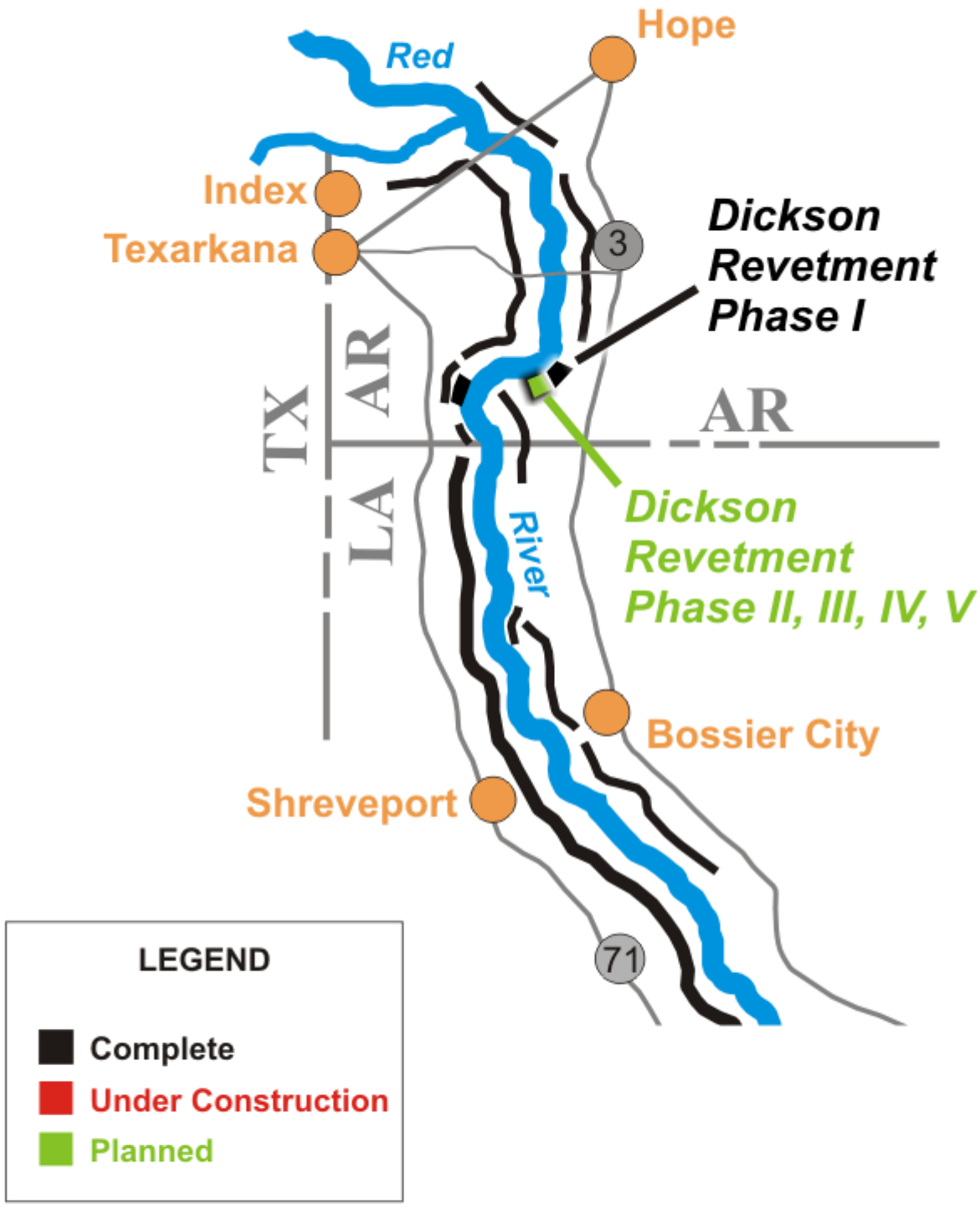
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: There are no funds in the FY 15 President's Budget for this project. Funds in the amount of $13,000,000 could be used to continue land acquisition and development for project mitigation ($1,500), Alexandria Front Dike field reinforcement ($1,000), Additional recreation development ($3,000.), Fully fund construction of Hadden Ft. Reinforcement ($4,500), Fully fund construction of Curtis revetments ($2,700), Prepare economic update to be in compliance with budget EC ($300k).

Project Sponsor/Customer: Red River Waterway Commission

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4), McAllister (LA-5).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$1,977,800,000	$1,832,633,000	$0	$0	$13,000,000



Red River
Emergency Bank Protection
Arkansas, Louisiana, Oklahoma and Texas

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Red River Emergency Bank Protection, AR, LA, OK, TX

Rivers and Harbors Act of 1968; Water Resources Development Act of 1976

Construction (NAV)

Location: The project is located in northwest Louisiana, southwest Arkansas, southeast Oklahoma, and northeast Texas, along the Red and Old Rivers between the mouth of Old River at its juncture with the Mississippi River and Denison Dam, Texas.

Description: The project provides for protection of critical infrastructure and land along the river. The project plan provides for revetment, dikes, or cutoffs that can be accomplished in advance of developing the design for the entire project.

Issues: Dickson Phase I of V is complete, but with only limited success as the remaining phases are needed to prevent continued erosion towards a levee in the Long Prairie Levee District in Arkansas.

Importance: These project features are essential to maintaining the existing river channel.

Risk: Without funding, additional bank protection work cannot continue.

Consequence: Delay in bank stabilization will endanger levees, public roads and bridges, and other improvements to the river due to erosion.

Dickson Revetment Phase I

Activities for FY 14: None.

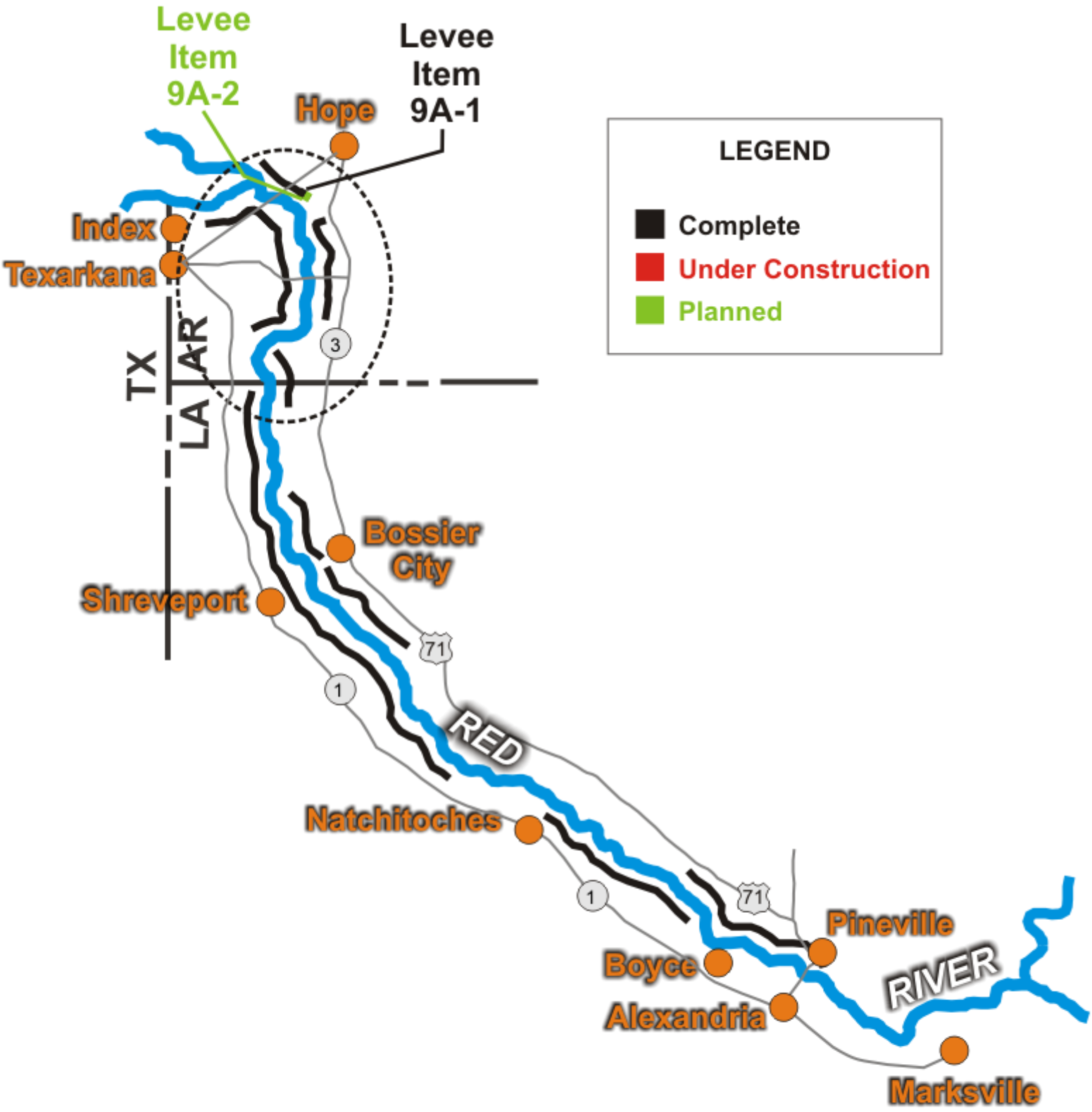
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: Funds in the amount of $19,600,000 could be used to fully fund Dickson Revetment, Phases II ($3,500,000), Fully Fund construction of Dickson Revetment additional phase ($15,500,000)and initiate design of Float Revetment Phases I, II, and III ($300,000) and Glycerine Revetment and Dikes ($300,000).

Project Sponsor/Customer: Multiple local levee districts

Congressional Interest: Senate: Pryor and Boozman (AR), Vitter and Landrieu (LA); House: Cotton (AR-4) and Fleming (LA-4).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$144,868,000	$144,868,000	$0	$0	$19,600,000



Red River
Below Denison Dam,
Arkansas and Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Red River Below Denison Dam, AR, LA, and TX

Section 10, FCA 46; E&WDAA 92, 93, 94, 95, 96, 98, 02, 03, 04, 05, 06, 07, 08, 09, 10

Construction, FRM

Location: Project facilities are located along the Red River from the vicinity of Index, AR, to Boyce, LA, along the right bank, and to Pineville, LA, along the left bank.

Description: The overall project provides flood protection to about 1.7 million acres, half of which are located behind levees. The project protects the flood plain from crop damage; loss of livestock; damage to levees, railroads, highways, industries, and other river and urban development. The authorized project provides for enlargement and/or rehabilitation of existing levees and construction of new levees or bank protection or channel realignment where levee setbacks are impossible or uneconomical.

Issues: These project features are essential to maintenance of the existing levee system. Currently these levee systems protect over 103,000 people in AR and LA. Prior levee rehabilitation work did not include new standards that have been developed post Hurricane Katrina. Levees continue not to meet current inspection standards making them ineligible for PL 84-99 funds; therefore, creating higher potential for poor performance during flood events resulting in continued flood damage to homes, farms, and other improvements. Levee rehab is required to achieve positive levee evaluations. There is risk of increased flood insurance premiums with levee decertification.

Importance: These project features are essential to maintenance of the existing levee system. Currently this levee system protects over 103,000 people and 1.7 million acres of fertile farmland in AR and LA.

Risk: Without funding, additional levee rehabilitation cannot be completed. This levee system protects over 103,000 people and 1.7 million acres of fertile farmland in AR and LA. Levee rehab is required to achieve positive levee evaluations. There is risk of increased flood insurance premiums with levee decertification.

Consequence: Without funding, flood protection for the area could be compromised and local levee districts may face levee decertification.

Levee Item 9A-I

Activities for FY 14: None

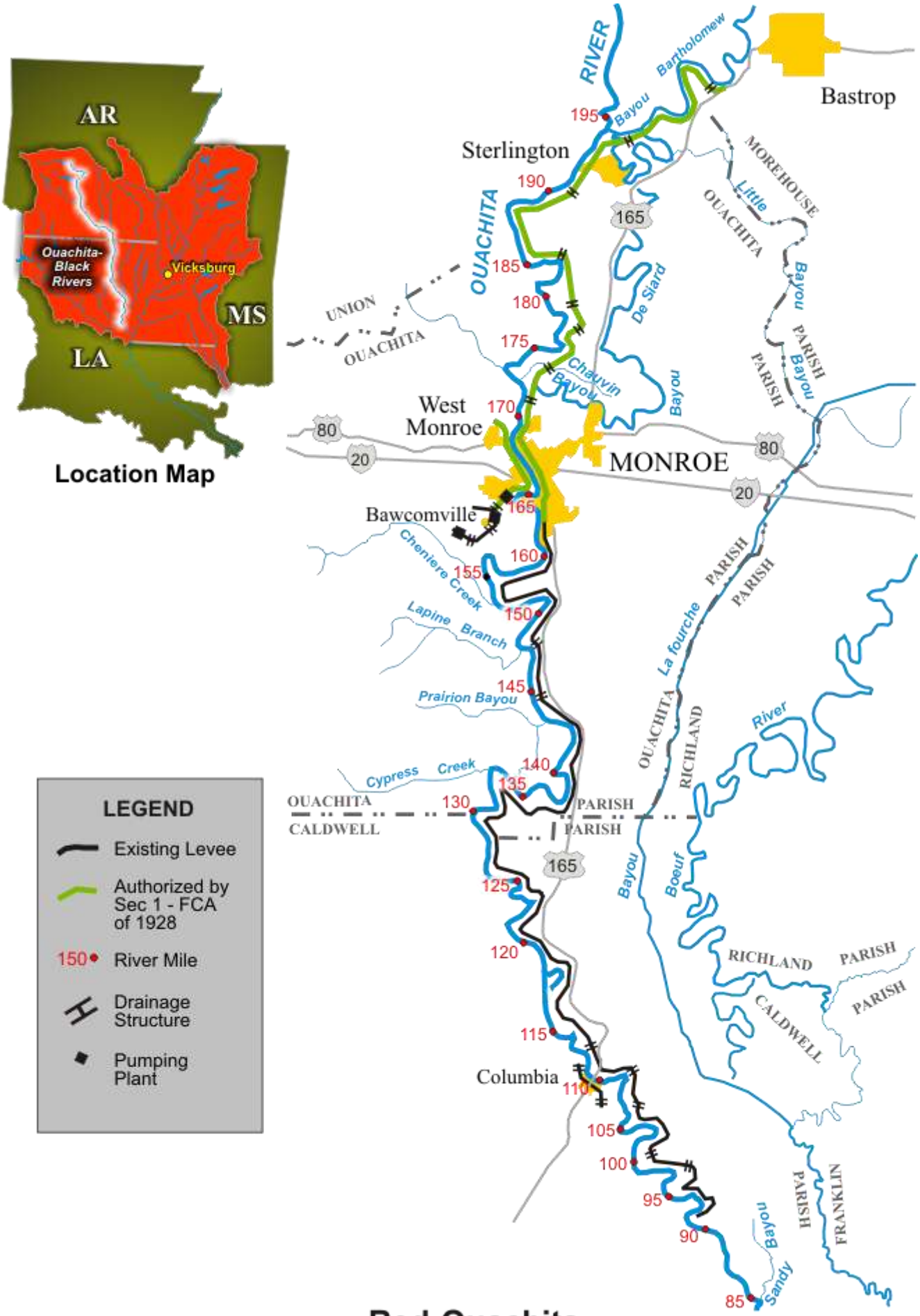
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: Funds in the amount of $6,300,000 could be used to fully fund completion of levee rehabilitation Items 9A Phase II ($1,500,000) and item 9B ($4,500,000) in southwest Arkansas and complete design on Levee on gravel surfacing of Louisiana levees ($300,000).

Project Sponsor/Customer: Multiple local levee districts

Congressional Interest: Senate: Boozman and Pryor (AR), Vitter and Landrieu (LA); House: Cotton (AR-4), Fleming (LA-4), McAllister (LA-5).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$91,905,000	$91,905,000	$0	$0	$6,300,000



Red-Ouachita River Basin Levees

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Ouachita River Levees, LA
Flood Control Acts of 1928, 1936; and 1950

Construction (FRM)

Location: The Ouachita River levee system is located in northeast Louisiana.

Description: The levee system is comprised of three separate levee segments totaling 11.5 miles on the west bank at West Monroe, Bawcomville, and Columbia and 105.8 miles of levee on the east bank from Bastrop to Sandy Bayou. The recommended plan consists of rehabilitation of existing levees and raising a portion of the levee to the 1956 project design grade.

Issues: The Ouachita River Levees are critical to the lives and property of the citizens in the Monroe-West Monroe urban area. Gravel surfacing is an integral component of a levee. Gravel is needed to ensure access daily and during high water events.

Importance: Gravel surfacing is important to maintain access for inspection and basic maintenance daily and during high water events.

Risk: Risk of levee failure includes loss of life, isolation of cities, and months of flooding. Commercial impacts include disruption of railroad use and use of waterways.

Consequence: Millions of acres would be subject to flooding, resulting in devastation of primary economic engine of region. Environmental losses of terrestrial habitat and wildlife would be significant.

Activities for FY 14: None.

Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: Funds in the amount of $1,400,000 could be used to gravel surfacing of levees below Monroe, LA, Phase IV.

Project Sponsor/Customer: Ouachita River Valley Association, Tensas Basin Levee District

Congressional Interest: Senate: Vitter and Landrieu (LA); House: McAllister (LA-5).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$36,500,000	$30,629,000	$0	$0	$1,400,000

The 8 Authorities of the Continuing Authorities Program (CAP)

Section 14

Emergency Streambank & Shoreline Protection - Flood Control Act of 1946 as amended by WRDA 1996

This authority is to prevent erosion damages to highways, bridge approaches, public works, and other nonprofit public facilities by the emergency construction or repair of streambank and shoreline erosion protection. These are two-phase projects: Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost-shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 65% Federal and 35% non-Federal with a Federal funding limit of $1.5 million per project and a national program limit of $15 million.

Section 107

Small Navigation Projects - River and Harbor Act of 1960

This authority provides improvement to navigation including dredging of channels, widening of turning basins, and construction of navigation aids. These are two-phase projects: Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost-shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 80% Federal and 20% non-Federal with a Federal funding limit of $7 million per project and a national program limit of $35 million.

Section 205

Small Flood Control Projects - Flood Control Act of 1948 as amended by WRDA 1999

This authority for local protection from flooding by the construction or improvement of flood control works such as levees, channels, and dams. Nonstructural alternatives are also considered. These are two-phase projects: Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost-shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 65% Federal and 35% non-Federal with a Federal funding limit of $7 million per project and a national program limit of $55 million.

Section 206

Aquatic Ecosystem Restoration - Water Resources Development Act of 1996, as amended by WRDA 1996

This authority provides for restoration of degraded aquatic ecosystems. A restoration project is adopted for construction only after investigation shows that the restoration will improve the environment , and/or elements and features of an estuary is in the public interest, and is cost effective. These are two-phase projects: Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost-shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 65% Federal and 35% non-Federal with a Federal funding limit of $5 million per project.

Section 1135

Project Modification for Improvements to the Environment - Water Resources Development Act of 1986 as amended by WRDA 1996 and WRDA 1999

This authority provides for ecosystem restoration through modification to Corps structures or operation of Corps structures or implementation of restoration features when the construction of Corps projects has contributed to degradation of the quality of the environment. These are two-phase projects: Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 75% Federal and 25% non-Federal with a Federal funding limit of $5 million per project and a national program limit of $40 million.

Section 208

Snagging and Clearing for Flood Control- Flood Control Act of 1954

This authority provides improvements for flood control by removing accumulated snags and other debris, and clearing and straightening of the channels in streams in the interest of flood control. Study cost for the first $100,000 is 100% Federal with any amount over $100,000 cost-shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 65% Federal and 35% non-Federal with a $500,000 Federal limit. This Federal cost limitation includes all project-related costs for feasibility studies, planning, engineering, construction, supervision, and administration.

Section 204

Ecosystem Restoration Projects in Connection with Dredging

Water Resources Development Act of 1992, as amended

This authority provides for protection, restoration, and creation of aquatic and wetland habitats in connection with construction and maintenance dredging of an authorized project. Study cost for the first $100,000 are 100% Federal with any amount over $100,000 cost shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 75% Federal and 25% non-Federal.

Section 111

Mitigation of Shore Damages- Water Resources Development Act of 1968, as amended

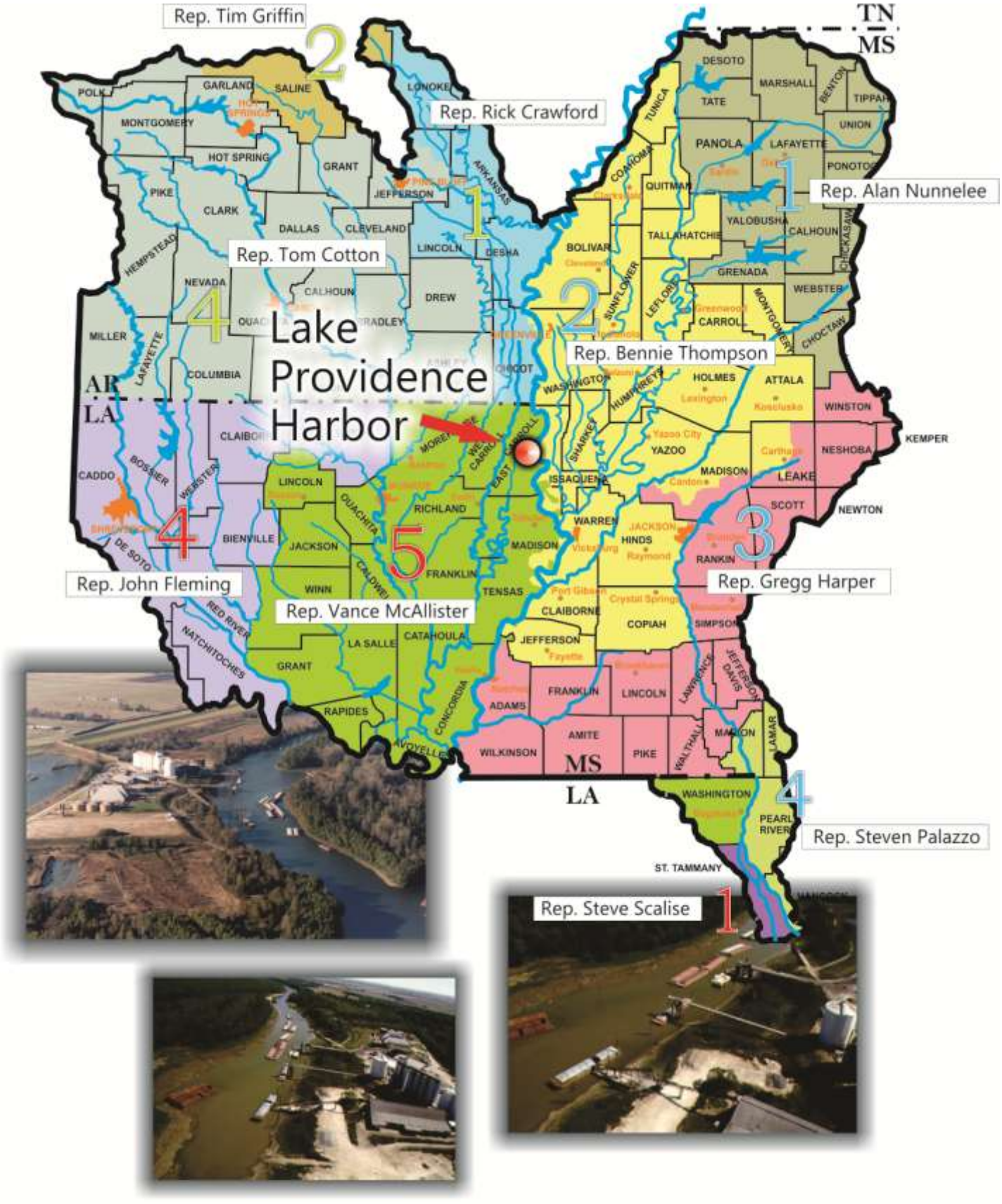
This authority provides for the prevention or mitigation of erosion damages to public or privately owned shores along the coastline of the United States when these damages are a result of a Federal navigation project. This authority cannot be used for shore damages caused by river bank erosion or vessel-generated wave wash. It is not intended to restore shorelines to historic dimensions, but only to reduce erosion to the level that would have existed without the construction of a Federal navigation project. Cost sharing may not be required for this program. If the Federal cost limitation is exceeded, specific Congressional authorization is required. Study cost for first $100,000 is 100% Federal with any amount over $100,000 cost shared 50% Federal and 50% non-Federal. Implementation costs are cost-shared 65% Federal and 35% non-Federal with a Federal funding limit of $5 million per project.

Operation and Maintenance

Operation and Maintenance

Operation and Maintenance (O&M)

The Operation and Maintenance program focuses on the need to preserve the existing Civil Works Infrastructure such as locks, dams, navigation channels, recreation facilities and provide adequate levels of service.



Lake Providence Harbor, LA

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Lake Providence Harbor, LA

River and Harbor Act of 1960, Section 107

Operation and Maintenance (NAV)

Location: Lake Providence Harbor, located in East Carroll Parish, LA, is an inland harbor located along the Mississippi River.

Description: The main channel is approximately 3,700 feet long by 150 feet wide with a maintained minimum depth of 9 feet. The turning basin is 400 feet wide by 800 feet long with a maintained minimum depth of 9 feet.

Issues: Depending on river stages, the harbor experiences low-water conditions starting in July and lasting through November of each year. Maintenance dredging allows this harbor to continue shipping during these stages

Importance: The harbor provides a transportation need for water-oriented industries in East Carroll Parish, LA. It sustains approximately 291 jobs with an annual payroll of $6 million and $500,000 in local and state taxes.

Risk: If dredging is not performed, this harbor will first begin to "light load" barges, in which barges will not be loaded to full capacity resulting in less efficient transportation. As the river continues to fall, there will not be enough water for the towboats to carry these barges to the river and the harbor will be required to close. Without maintenance dredging funds, this harbor will lose project dimensions during the busiest time of the year when crops are harvested and shipped.

Consequence: The loss of a dependable, reliable and safe harbor will have significant adverse impacts on the region due to the increased shipping costs by rail and trucks. Many small communities and farmers will be forced to seek other more costly means to move their products. Harbor employees along with the business located in the harbor would be laid off.

Lake Providence Harbor

Activities for FY 14: Funds are being used for maintenance dredging of the Harbor.

Acquisition Strategy: A contract will be awarded for harbor and port dredging.

Amount That Could Be Used in FY 15: Budgeted funds of $14,000 will be used for surveys. Additional funds in the amount of $1,316,000 could be used to fund maintenance dredging.

Project Sponsor/Customer: Lake Providence Harbor Port Commission

Congressional Interest: Senate: Landrieu and Vitter; House: McAllister (LA-5).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$1,200,000	$14,000	$1,330,000

Madison Parish Port, LA

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Madison Parish Port, LA

River and Harbor Act of 1960, Section 107

Operation and Maintenance (NAV)

Location: Madison Parish Port, located in Madison Parish, LA, is a fast-water, shallow draft port located along the Mississippi River.

Description: The main channel is 900 feet long by 150 feet wide, then transitions to 600 feet long by 200 feet wide channel with a 1,100 feet long by 600 feet wide turning basin. All of these channels are maintained to a minimum depth of 9 feet.

Issues: Depending on river stages, the port experiences low-water conditions starting in July and lasting through November of each year. Maintenance dredging allows this port to continue shipping during these stages

Importance: The port provides a transportation need for water-oriented industries in Madison Parish, LA. It helps sustain over 300 jobs in the area.

Risk: If dredging is not performed, this port will first begin to "light load" barges, in which barges will not be loaded to full capacity resulting in less efficient transportation. As the river continues to fall, there will not be enough water for the towboats to carry these barges to the river and the port will be required to close. Without maintenance dredging funds, this port will lose project dimensions during the busiest time of the year when crops are harvested and shipped.

Consequence: The loss of a dependable, reliable and safe port will have significant adverse impacts on the region due to the increased shipping costs by rail and trucks. Many small communities and farmers will be forced to seek other more costly means to move their products. Port employees along with the business located in the port would be laid off.

Madison Parish Port

Activities for FY 14: Funds are being used for maintenance dredging of the harbor.

Acquisition Strategy: A contract will be awarded for harbor and port dredging.

Amount That Could Be Used in FY 15: Budgeted funds of $4,000 will be used for surveys. Additional funds in the amount of $524,000 could be used to fund maintenance dredging.

Project Sponsor/Customer: Madison Parish Port Commission

Congressional Interest: Senate: Landrieu and Vitter; House: McAllister (LA-5)

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$150,000	$4,000	$528,000

IMTS FINDINGS

The Inland Marine Transportation System Levels of Service Memo was signed on 7 Nov 13. The analysis indicated that the 5 locks on the Red River would remain open for 24 hours per day, 7 days a week for 2014.

The Vicksburg District will perform an annual assessment on the Red River to determine the level of service for each lock and dam. Factors considered will be economics, recreational use, lockage trends, and water control. The next assessment is January 2015

J. Bennett Johnston Waterway

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
J. Bennett Johnston Waterway, LA

RHA 68; WRDA 76; Supplemental Appropriations Act of 1984; WRDAs 86, 88, 90, 92, 96; and E&WDA 94

Operation and Maintenance (NAV, REC, ENS)

Location: The project is located in central and northwest Louisiana.

Description: The project provides for 9 by 200 feet navigation extending about 236 miles from the Mississippi River through Old River and Red River to the vicinity of Shreveport, Louisiana. Five locks and adjacent dams provide a lift of approximately 141 feet.

Issues: Funding allows for minimal dredging and operation and maintenance. Lack of certified lock and dam stoplogs for use in dewatering and closure of lock miter gates and dam tainter gates hampers maintenance activities and creates increased risk for loss of pool, lock closure or extended downtime in the event emergency repairs are needed. With implementation of IMTS in February 2014, Lock operations will remain unchanged in 2014, with all 5 locks and dams operating 24 hrs/day, 7 days/week.

Importance: The project provides for realigning the banks of the Red River from the Mississippi River to Shreveport by means of dredging, cutoffs, and training works and stabilizing its banks by means of revetments, dikes, and other methods.

The Waterway project created a great fishery that is enhanced by ensuring the oxbows are kept open to the river. Over 2,000,000 visitors enjoy using the 20 recreation facilities located in the seven parishes along the J. Bennett Johnston Waterway.

Risk: If dredging is not performed, navigation would be closed, causing private sector workforce layoffs, along with traffic congestion and product price increases. Recent hydraulic trends have shown a greater need for dredging at the approaches to the locks. Without dredging the lock approaches, the locks may become inaccessible.

Consequence: Twenty-seven companies and 81 users would be affected by navigation closure. The largest company affected would be CLECO Power Plant, which requires 3 million tons of fuel, all brought in by barge. There are 1,371 jobs directly related to the Waterway. Total direct payroll associated with the Waterway is $47,985,000, excluding the recreational industry.

Lock and Dam #3

Activities for FY 14: Funds are being used for routine operation and maintenance of locks and dams, maintenance dredging, and operation and maintenance of recreation/visitation areas.

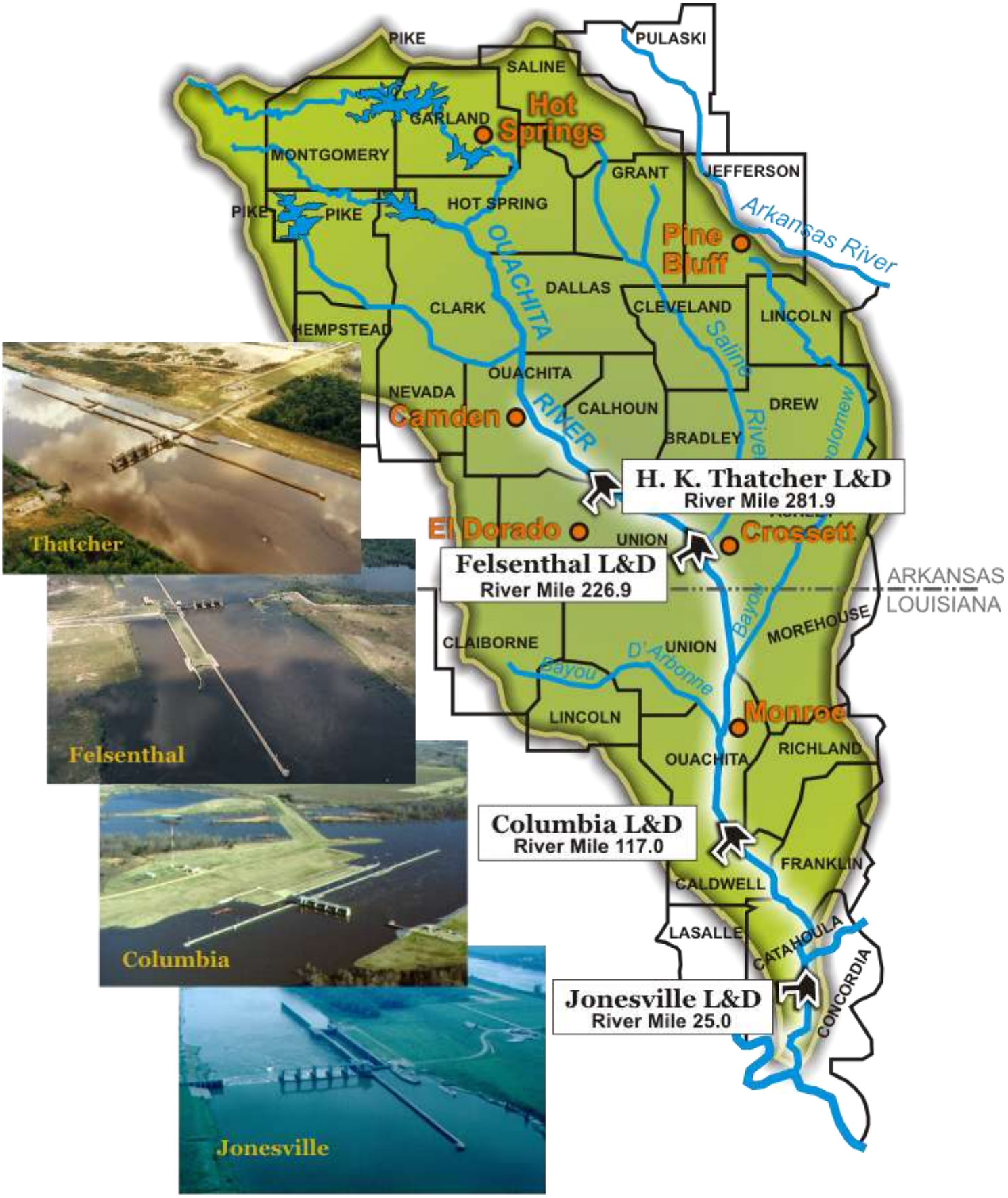
Acquisition Strategy: Award two contracts - lock operations and dredging.

Amount That Could Be Used in FY 15: Budgeted funds of $8,260,000 will be used for minimal operation and maintenance of locks and dams, minimal maintenance dredging, and reduced operation and maintenance of recreation/visitation areas. Additional funds in the amount of $3,960,000 could be used to fully fund Dredging ($2,400), replace nuts and bolts on anchor cable to five tainter gates ($275), repair dike markers ($60), replace bearings in gear box on tainter gate ($75), repair roof at Central Maintenance Unit ($150), Update artifacts and displays at visitor centers ($500) and stabilize banks at visitor center ($500).

Project Sponsor/Customer: Red River Waterway Commission

Congressional Interest: Senate: Vitter and Landrieu (LA); House: McAllister (LA-5), Fleming (LA-4).

Phase	FY14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$10,616,000	$8,260,000	$12,220,000



Ouachita-Black Navigation Project

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Ouachita-Black Navigation Project, AR

River and Harbor Act of 1950 as modified by River and Harbor Act of 1960

Operation and Maintenance (NAV, FRM, REC, ENS)

Location: The project for navigation on the Ouachita/Black Rivers extends 366 miles from the mouth of the Black River to Camden, Arkansas.

Description: The project provides for a 9- by 100-foot navigation channel and also includes a diversion channel through Catahoula Lake near Jonesville, Louisiana, for ecological reasons.

Issues: Uncertainty of sufficient annual dredging funding has adverse economic impacts to the navigation system and the users of the waterway. Failure to maintain the authorized depth (as much as 2.0 feet) for much of the year required shippers to light load or cease commercial navigation operations.

Importance: Recent river trends have shown a higher need for dredging at the approaches to the locks. Without dredging the lock approaches, the locks may become inaccessible affecting 32 companies and 18 shippers. Industries use the project to transport commodities such as calcium chloride, calcium bromide, and farm products, and gasoline; commercial fishermen and the public recognize the project as an important economic resource.

Risk: Without dredging, the project will have less than authorized project depth for much of the year requiring shippers to light load or cease commercial navigation operations. Navigation could be closed, causing private sector workforce layoffs, along with traffic congestion and product price increases.

Consequence: Loss of navigation would have significant adverse economic impacts to the region. Significant private sector workforce layoffs would occur. Approximately 28,000 private sector jobs with an annual payroll of $325,000,000 are connected to the Ouachita-Black. Navigation above RM 281 would be closed in the event lock chamber repairs are required at H. K. Thatcher.

Activities for FY 14: Funds are being used to perform dredging, operate and maintain the locks and dams, operate the system at reduced hours in accordance with IMTS, and design, purchase and installation of a system for remote operation of tainter gates on two locks and dams (Felsenthal and Thatcher).

Ouachita/Black River

Acquisition Strategy: A contract for dredging will be awarded

Amount That Could Be Used in FY 15: Budgeted funds of $9,234,000 will be used to perform minimal dredging, operate and maintain the locks and dams, and operate the system at reduced hours in accordance with IMTS. Additional funds in the amount of $3,795,000 could be used to fully fund dredging ($2,000); Replace high water pilings at locks and dams ($325), repair concrete base on hinged crest gate ($145), realignment of access to boat ramps ($250), bank stabilization and dock replacement ($550), demo 3 comfort stations and replace with ADA compliant ($325) and replace admin building at Columbia ($200).

Project Sponsor/Customer: Ouachita River Valley Association

Congressional Interest: Senate: Boozman and Pryor (AR), Vitter and Landrieu (LA); House: Cotton (AR-4) and McAllister (LA-5).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$11,188,000	$9,234,000	$13,029,000

Pearl River, LA and MS

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Pearl River, LA and MS

River and Harbor Act of 1935, as modified by River and Harbor Act of 1966

Operation and Maintenance (NAV)

Location: The Pearl River Navigation project is a navigation channel on the Pearl River that originally extended 58 miles from the mouth of the Pearl River to the mouth of Bogalusa Creek at Bogalusa, LA.

Description: The project consisted of three locks and three weirs that provided a channel with minimum depth of 7 feet and a minimum bottom width of 100 feet. The project was placed in a caretaker status in 1995 and has been maintained only for maintenance and safety needs.

Issues: The Pearl River Navigation project has exceeded its 50-year project life and has no commercial traffic. Efforts to reopen the waterway by the Vicksburg District in the mid-1980s to early 1990s by performing needed maintenance dredging were opposed by noncommercial groups. Maintenance dredging was last performed in 1988 and 1989. The last recorded barge movements occurred in 1991. In 1995, environmental litigation seeking declaratory and injunctive relief was filed, and the Corps was enjoined from dredging. In 1995, Congress officially placed the project in "caretaker" status by directing the limited project funds be used for maintenance of caretaker status. The project is in an unmanned caretaker status at this time. An Initial Appraisal Report was prepared recommending deauthorization of the project

Importance: Funds have been requested for a New Start reconnaissance study directed at deauthorization and disposal of the project.

Risk: Recent engineering assessments completed for the lock facilities indicated that the sheet pile lock walls are rapidly corroding.

Consequence: Locks are deteriorating and are potentially unsafe.

Lock 3

Activities for FY 14: Funds are being used to maintain the project in a caretaker status.

Acquisition Strategy: N/A

Amount That Could Be Used in FY 15: Budgeted funds of $150,000 will be used to maintain project in a caretaker status. No additional capability exists for the project.

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Palazzo (MS-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$162,000	$150,000	$150,000

Bayou Pierre, Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Bayou Pierre, LA

Flood Control Act of 24 July 1946

Operation and Maintenance (FRM)

Location: Bayou Pierre is located in the vicinity of Shreveport, LA.

Description: The project provides for flood control by channel improvement and enlargement of Ockley Drive Ditch and segments of Bayou Pierre in the vicinity of Shreveport, Louisiana. The project includes 133 miles of levees, 196 miles of channels, 2 drainage structures, 1 pumping plant and 10 weirs.

Issues: None

Importance: The project provides for flood control by channel improvement and enlargement.

Risk: There is a risk of potential flooding if project is not properly maintained.

Consequence: Public health and safety could be jeopardized. Increased housing and industrial development in the Bayou Pierre watershed has greatly increased the importance of this project. Increased flooding in a heavily populated area would result if the project was not maintained.

Bayou Pierre

Activities for FY 14: Funds are being used to perform routine operation and maintence of the project.

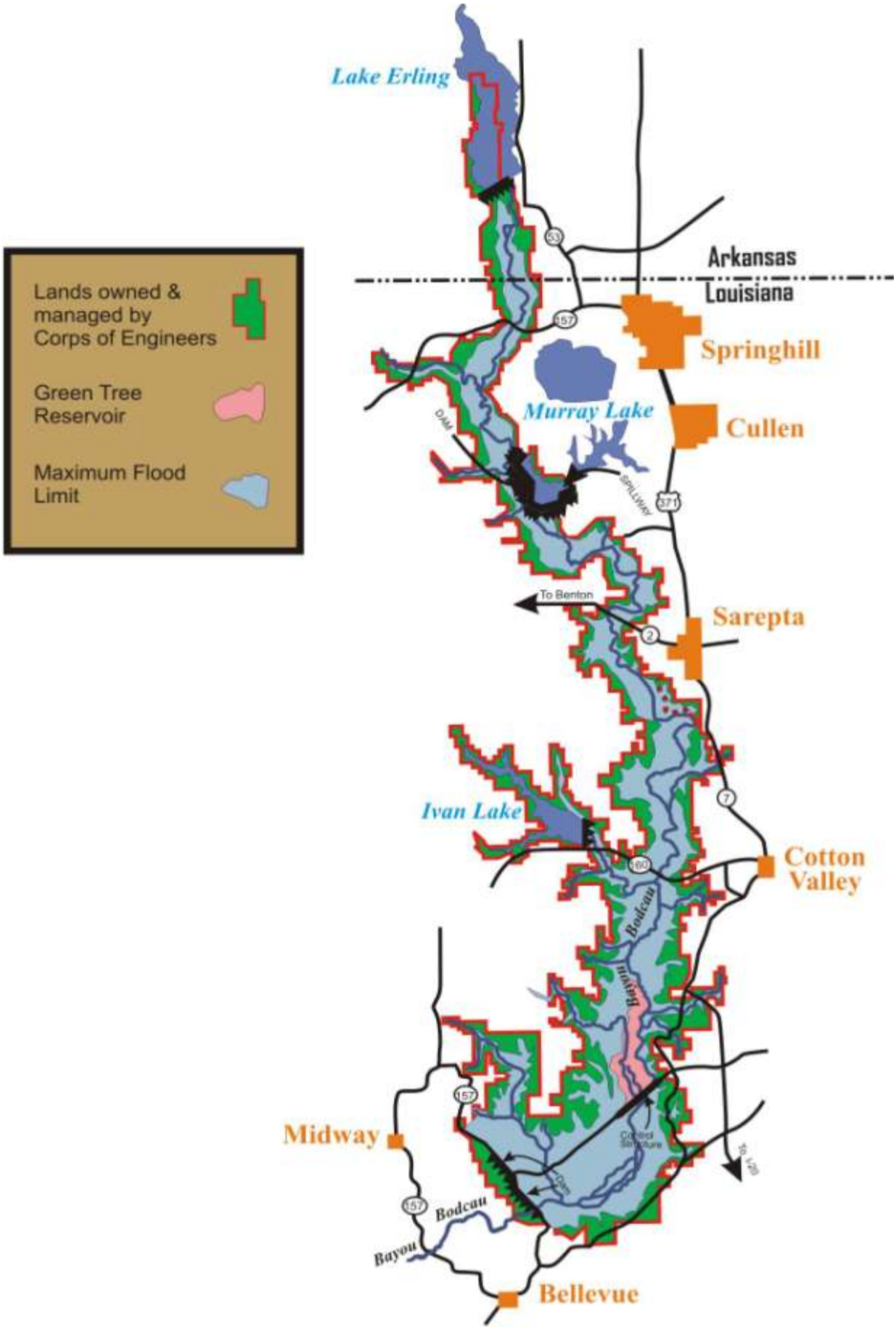
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: Budgeted funds of $23,000 will be used for routine operation and maintenance. Additional funds in the amount of $12,000 could be used for maintenance of features.

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$23,000	$23,000	$35,000



Bayou Bodcau Dam and Reservoir, Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Bodcau Bayou Dam and Reservoir, LA

Flood Control Act of 28 June 1938, 22 June 1936, modified by Act of 28 June 1939

Operation and Maintenance (FRM)

Location: Bodcau Bayou Dam and Reservoir is located in Northwest Louisiana and Southwest Arkansas. It extends from the Lake Erling Dam in Arkansas to the Bodcau Dam in Bellevue, Louisiana. It is part of a comprehensive plan to help control flooding along the Red River below Denison, Texas.

Description: Bodcau Dam and Reservoir is managed as a multiple-use project (Flood Control, Natural Resource Management, Environmental Stewardship and Recreation). The structure consists of an earthen dam, inlet and outlet works, two uncontrolled conduits, an emergency spillway and an earthen dike. Water levels are controlled by the elevation and size of the conduits. The primary purpose of the project is flood control to protect the flood plain between the dam site and the limits of Red River backwater area. Much of this area is now being used for city-wide expansion projects and residential development. Included within this area is an 8,400-acre tract as part of Barksdale Air Force Base.

Issues: As the 63-year old earthen dam ages, it is anticipated significant repairs will be necessary in the next 3-5 years..

Importance: Recreation and natural resource stewardship are important secondary uses of project lands at Bodcau. There are 36,941 acres open to the public for recreational purposes. A Cooperative Partnership License Agreement with the Louisiana Department of Wildlife and Fisheries authorizes them to use and occupy 32,471.85 acres of land and water for fish and wildlife management purposes.

Risk: Bodcau Dam is considered a high risk dam due to the potential high loss of life if the dam were to fail. The dam currently has a Dam Safety Action Class (DSAC) Rating of III.

Consequence: Public health and safety will be jeopardized and potential dam failure. Barksdale Air Force Base would also experience heavy flooding if the dam were to fail.

Bayou Bodcau Dam and Reservoir

Activities for FY 14: Funds are being used to perform routine operation and maintenance of the project and slide repairs.

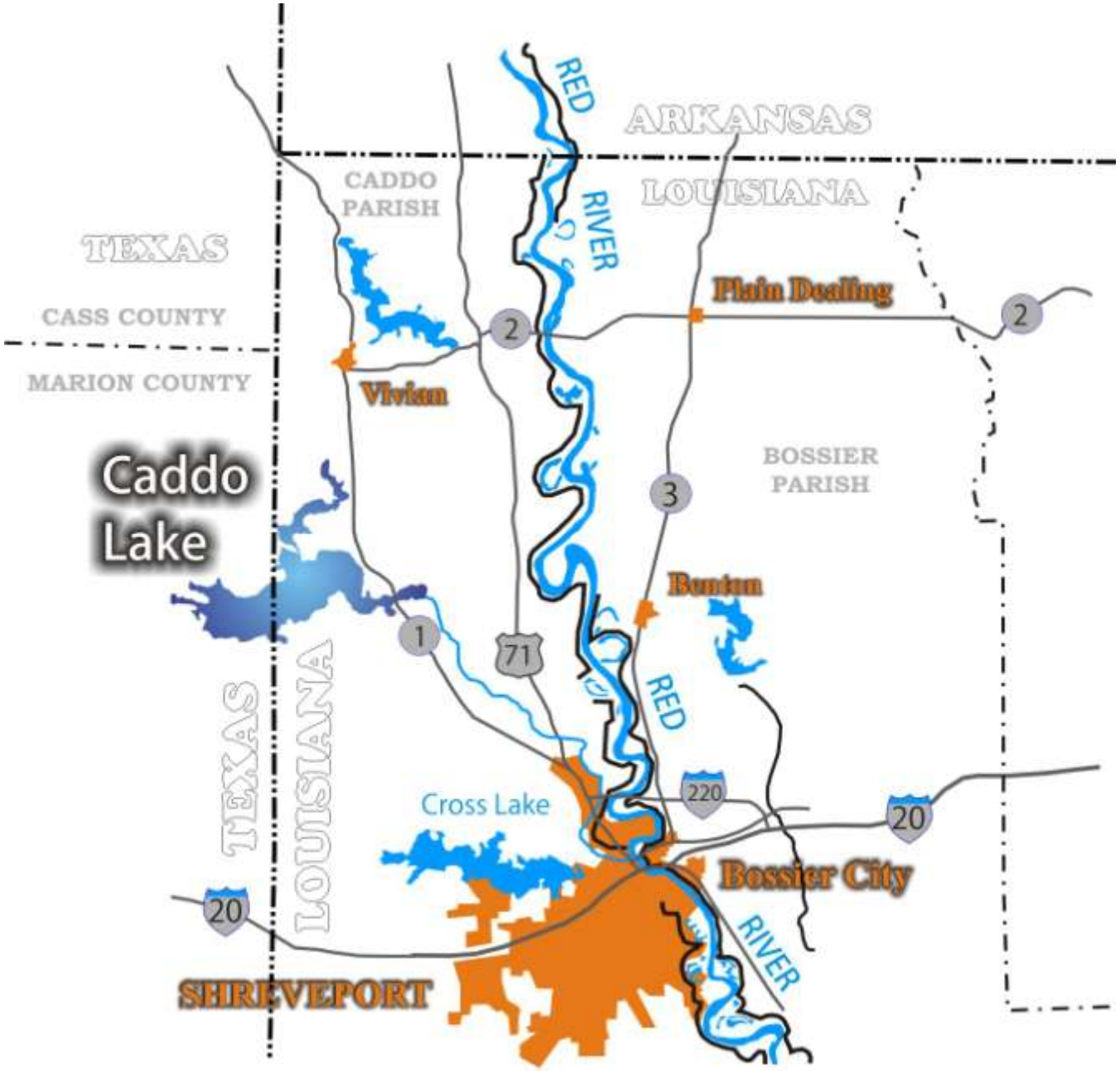
Acquisition Strategy: None.

Amount That Could Be Used in FY 15: Budgeted funds of $1,277,000 will be used for routine operation and maintenance. Additional funds in the amount of $850,000 could be used to clean backfill drains and replace drainage culverts at outlet channel ($400), remove trees from spillway and herbicide spraying ($300), Purchase dam safety equipment ($150).

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$1,192,000	$1,277,000	$2,127,000



Caddo Lake, Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Caddo Lake, LA

Flood Control Act of 27 October 1965, S.D. 39, WRDA 1976

Operation and Maintenance (FRM)

Location: Caddo Lake Dam is located in Caddo Parish, Louisiana, about 19 miles northwest of Shreveport, Louisiana, just upstream of the confluence of Black and Twelve Mile Bayous. Caddo Lake is a 25,400-acre lake and wetland located on the border between Texas and Louisiana, extending into east Texas. It is part of a comprehensive plan to help control flooding along the Red River below Denison, Texas.

Description: The dam consists of an earth embankment and an uncontrolled, fixed concrete crest weir. The outlet structures consist of an earth-filled dike and an ogee weir.

Issues: The Caddo Levee District was responsible for operation and maintenance of the dam after completion of the dam in 1971. Section 174 of the Water Resources Development Act of 1976, PL 94-587, transferred operation and maintenance responsibility to the Corps. Currently, only minimal critical operation and maintenance of the project is being performed.

Importance: In addition to flood control, the reservoir is essential to local communities and factories as a water source. The lake helps to provide upstream storage for Shreveport/Bossier City, LA the third largest city in Louisiana (population over 200,000). It is an internationally protected wetland under the RAMSAR treaty and is the largest natural fresh water lake in the South. It has the largest cypress forest in the world. Ecotourism is economically important to the area.

Risk: Caddo Lake Dam is considered a high hazard dam and currently has a Dam Safety Action Class (DSAC) rating of 4.

Consequence: Without proper maintenance, the project could jeopardize public health and safety in the event of a dam failure. Loss of a water supply would be detrimental to local communities. Environmental impacts to the wetland would be severe.

Caddo Lake Dam

Activities for FY 14: Funds are being used to perform routine operation and maintenance of the project.

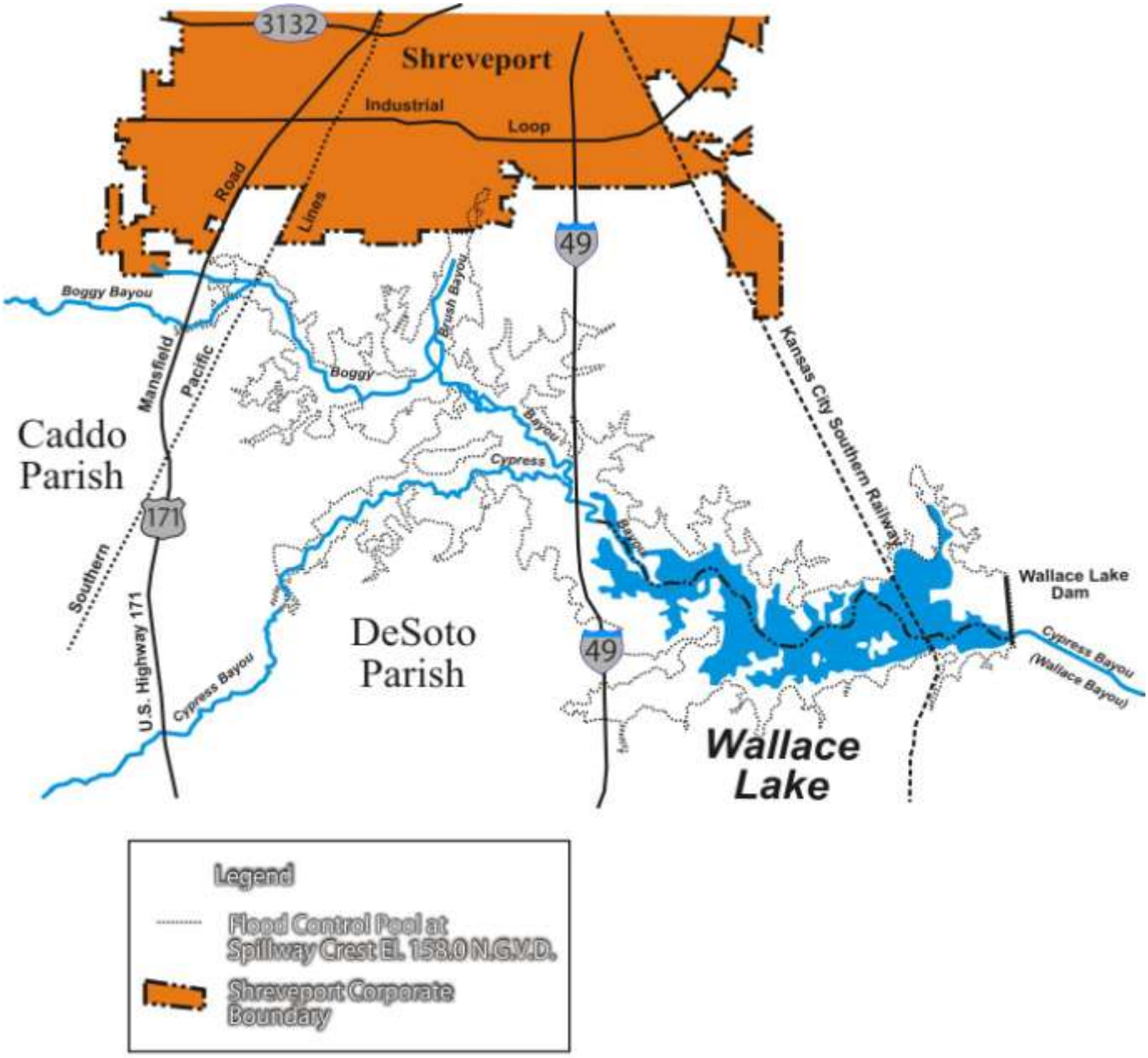
Acquisition Strategy: None.

Amount That Could Be Used in FY 15: Budgeted funds of $204,000 will be used for minimal routine operation and maintenance. Additional funds in the amount of $450,000 could be used for dewatering to repair embankment from erosion ($200,000) and inspect and clean under slab drains ($250,000).

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$207,000	$204,000	$654,000



Wallace Lake, Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Wallace Lake, LA

Flood Control Act of 22 June 1936

Operation and Maintenance (FRM)

Location: Wallace Lake Dam is located 14 miles southeast of Shreveport, Louisiana in Caddo and DeSoto Parishes. It is located on Cypress Bayou, a tributary of Bayou Pierre.

Description: The original congressional authorization was limited to flood control only. Most recent authorization includes multi-purpose functions such as Natural Resource Management, Environmental Stewardship and Public Recreation as well as Flood Damage Reduction. The reservoir is comprised of 15,476 acres of flowage easement. The dam site consists of 283 acres of lands owned in fee by the Corps. The structure consists of an earthen dam, a concrete spillway and four uncontrolled conduits. Water levels are controlled by the elevation and size of these conduits.

Issues: Funds are required to operate the project as built.

Importance: Wallace Lake Dam is considered a high hazard dam. It currently has a Dam Safety Action Class (DSAC) rating of 4.

Risk: Leaving slides in disrepair may lead to dam safety issues and reduced levels of flood protection. Loss of life would occur if the dam were to fail.

Consequence: Projects public health and safety will be jeopardized and potential dam failure.

Wallace Lake Dam

Activities for FY 14: Funds are being used to perform routine operation and maintenance of the project.

Acquisition Strategy: None.

Amount That Could Be Used in FY 15: Budgeted funds of $217,000 will be used for routine operation and maintenance. Additional funds in the amount of $565,000 could be used to fund dewatering and two slide repairs ($565).

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
O&M	$222,000	$217,000	$782,000

MR&T Investigations

MR&T Investigations

Mississippi River and Tributaries

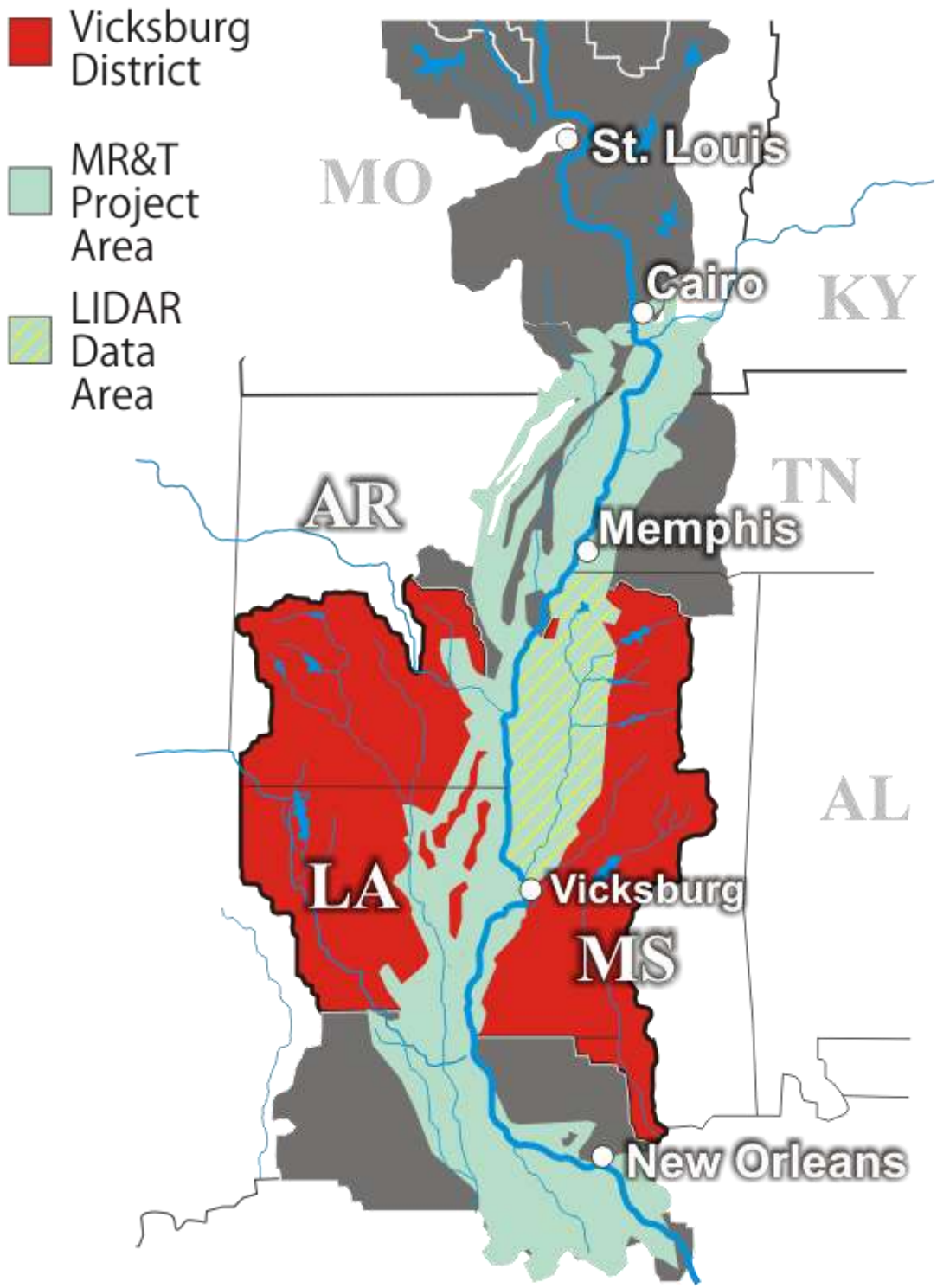
MR&T Investigations

The major objective of the MR&T Investigations program is to study projects that provide solutions to water resource problems for the area within the MR&T authorized project, generally from the area along the Mississippi River from Cairo, IL, to the Gulf of Mexico. The Corps undertakes studies in response to directives (authorizations) from Congress. Congressional authorizations are contained in public law and in resolutions of either the House Public Works and Transportation Committee or the Senate Environment and Public Works Committee.

Most studies are conducted in two phases - reconnaissance and feasibility. The reconnaissance phase is to define the problem, opportunities, and identifying potential solutions. It also determines whether or not planning should proceed into the feasibility phase based on a preliminary appraisal of the Federal interest, cost, benefits, and environmental impacts of the identified potential solution. The phase is completed upon the signing of the Feasibility Cost-Sharing Agreement (FCSA) by the Corps and a project sponsor.

The feasibility phase can take up to 3 years to complete and is cost shared equally between the Federal Government and the non-Federal sponsor. The report results in recommendations to Congress for or against Federal participation in solutions to the water resource problem and opportunities identified in the study. A recommendation for Federal participation identifies a recommended plan/project, generally for construction authorization and funding.

The Preconstruction, Engineering and Design Studies (PED) phase of project development encompasses all planning and engineering necessary for project construction, after release of the report and Division Engineer's public notice on a favorable study. Preparation of design memorandums and plans and specifications will be cost shared in accordance with the cost sharing required for project construction.



Collection and Study of Basic Data, Mississippi

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Collection and Study of Basic Data, AR, LA, MS

Flood Control Acts of 1928, Sections 1, 2, 3, and 10

Mississippi River and Tributaries, Investigations (FRM)

Location: The Collection and Study of Basic Data project is located throughout the Vicksburg District in AR, LA, and MS.

Description: Data collected consist of information on stream flow, sediments and nutrients, rainfall, floods, water quality, aquatic resource monitoring and other items of related hydrologic nature.

Issues: Data collected under this activity are for authorized flood control projects for which funds have been appropriated in the Memphis, Vicksburg, and New Orleans Districts. Data are used by numerous agencies and the public to determine when flooding will occur and to plan for any evacuations. In addition, the Environmental Protection Agency and state environmental quality agencies are now recognizing water quality as a critical element in environmental protection planning and construction. Aquatic resources are a good indication of the water quality of a particular stream. These data are vital to show projects are in conformance with state and Federal laws.

Importance: Data collection is essential in the planning, design, construction, and O&M of authorized flood control projects, especially significant after the Flood of 2011. The hydraulic and hydrologic data are being reviewed for how the MR&T system performed during the 2011 flood, evaluate any needed changes in the water management of the system, and identify areas/reaches in which the current 1976 Refined Project Flood Flowline may need revision.

Risk: Without adequate funding, the District would lose the ability to make accurate flood predictions and to determine whether the project flowline is correct to provide Project Design Flood protection to the Valley as directed by Congress. Sediment and Geomorphic Studies must continue due to changes observed during the 2011 Flood.

Consequence: If not funded, essential hydraulic and hydrologic and water quality data would not be collected and therefore data would not be available to accurately predict future flood and drought conditions on major rivers within the District.

Activities for FY 14: Funds are being used to collect essential basic data used in planning and design of authorized flood control projects. Funds are also being used for aquatic and water quality monitoring; Conduct regional review of numerous H&H, flowline, sedimentation and geomorphic related issues and/or concerns that were discovered during the 2011 flood.

Acquisition Strategy: No contracts are scheduled to be awarded in FY 14..

Amount That Could Be Used in FY 15: Budget funds of $9,280,000 will utilized to continue the Regional flowline ($4,000,000) and sedimentation and geomorphic studies ($5,000,000), and collect basic stream flow data ($280,000). Additional funds of $3,400,000 could be utilized for stream flow data ($200,000) water quality and aquatic monitoring ($1,200,000), flowline study ($1,000,000), and sedimentation and geomorphic assessments ($1,000,000).

Project Sponsor/Customer: Mississippi Levee Board

Congressional Interest: Senate: Boozman and Pryor (AR), Landrieu and Vitter (LA), Cochran and Wicker (MS); House: Crawford (AR-1), Cotton (AR-4), Scalise (LA-1), Fleming (LA-4), McAllister (LA-5), Nunnelee (MS-1), and Thompson (MS-2).

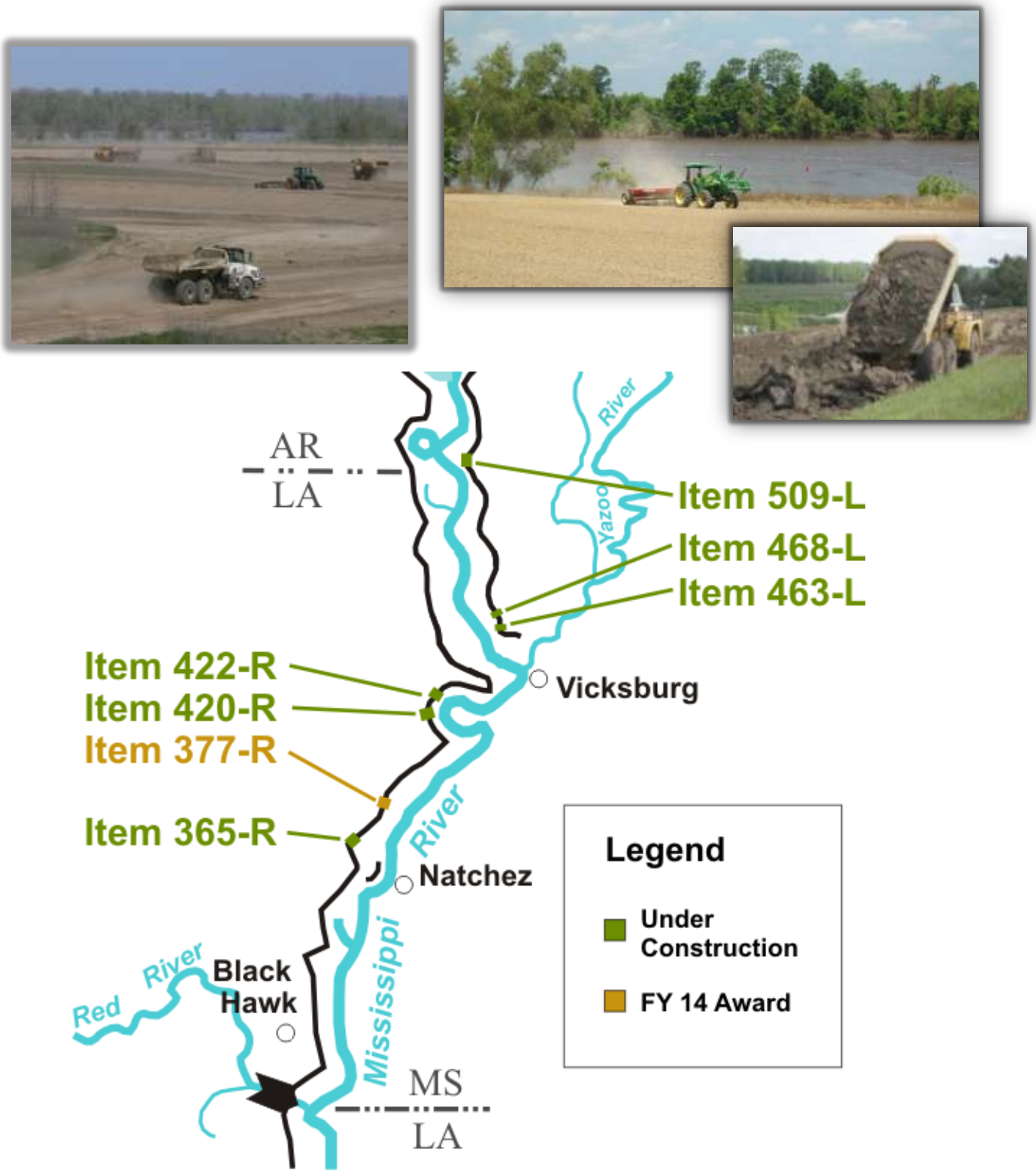
Phase	Estimated Federal Cost of Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Feasibility	N/A	$8,370,000	$9,280,000	$12,680,000

MR&T Construction

MR&T Construction

MR&T Construction

The objective of the MR&T construction program is to construct and complete authorized and appropriated MR&T projects as economically and quickly as practicable within program constraints and consistent with current national priorities.



Mississippi River Levees, AR, LA, and MS

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Mississippi River Levees, AR, LA & MS

Flood Control Acts of 1928, 1936, 1941, 1944, 1946, 1950, 1954, 1962, 1965, 1968, River Basin Monetary Authorization Act of 1971, WRDA 1992, Sec 103, WRDA 2000, Section 508

Mississippi River and Tributaries, Construction (FRM)

Location: The Mississippi River levee system on the west bank extends from Allenville, Missouri, on the Little River Diversion Channel generally southward to Venice, Louisiana, and on the east bank from Hickman, Kentucky, to opposite Venice, Louisiana, except where interrupted by hills and tributary streams. Included in the system are the levees, which protect Mounds, Mound City and Cairo, Illinois, and the New Madrid Levee and Floodway.

Description: Improvement provides for raising, strengthening, and in some cases, extending existing levees to provide protection against the project design flood.

Issues: There are currently 110 miles remaining of deficient levees within the Vicksburg District.

Importance: The Mississippi River Levees are designed to protect people, property, infrastructure, and the environment in the alluvial valley against the project design flood by confining flow to the channel between the levees and natural hill lines, except where it enters natural backwater areas or is diverted purposely into floodway areas.

Risk: Catastrophic damage is likely to occur if the system is below authorized level of protection.

Consequence: A breach in the levee could result in over 1 million acres inundated, towns and cities flooded, and lives lost. Commercial impacts include roads, agricultural and timber production. Farmland is at risk of flooding, resulting in devastation of primary economic engine of the region. Environmental losses of terrestrial habitat and wildlife would be significant.

Activities for FY 14:
Funds are being used award Item 377R, Waterproof-Upper Lake, Concordia, LA ($7,500,000); for relocation of utilities; engineering and design of future items of construction; and to continue construction on Items 422R, Reid Bedford-King, LA; 420R, Bayou Vidal to Elk Ridge, LA; 509L, Lake Jackson-Palmetto, MS; and 463L, Magna Vista-Brunswick, MS. Item 420-R Bayou Vidal – Elkridge (Levee Enlargement and Seepage Control).

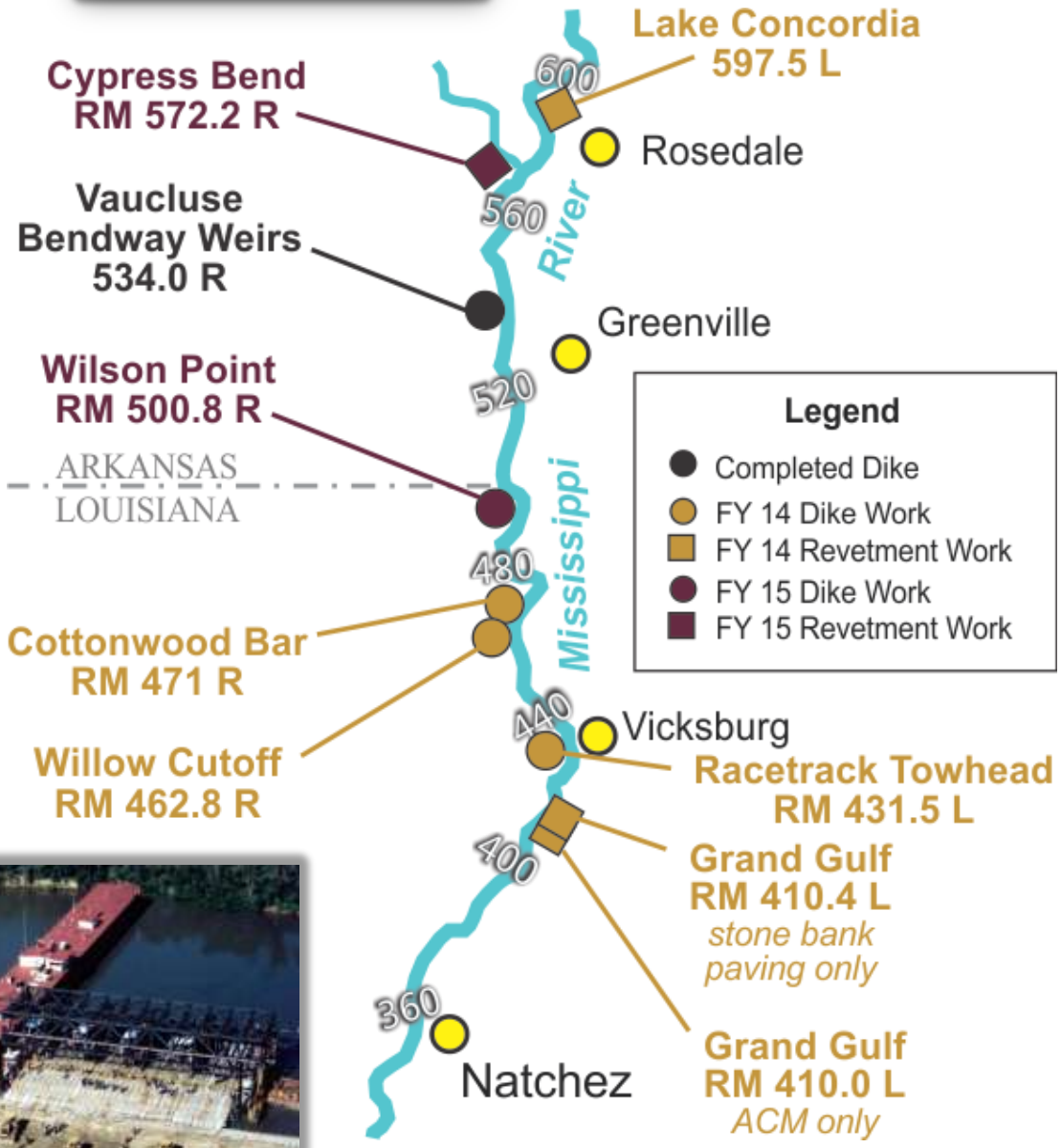
Acquisition Strategy: Item 377R will be awarded in 2014.

Amount That Could Be Used in FY 15: Budgeted funds of $12,155,000 will be used for relocation of utilities, engineering and design of future items of construction. Additional funds in the amount of $23,500,000 could be used to construct Waterproof-Upper Lake Concordia, LA, Item 374-R ($10,000.0) Magna Vista-Brunswick, MS, Item 465-L ($8,000.0), Lake Jackson to Palmetto, Item 511L ($4,000.0) and Willow Pt Youngs Pt, LA Item 457R ($1,500.0).

Project Sponsor/Customer: Mississippi Levee Board, Fifth Louisiana Levee Board, and Southeast Arkansas Levee District.

Congressional Interest: Senate: Boozman and Pryor (AR), Landrieu and Vitter (LA), Cochran and Wicker (MS); House: Crawford (AR-1), Cotton (AR-4), Scalise (LA-01), McAllister (LA-5), Thompson (MS-2).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$1,067,100,000	$728,891,100	$13,455,000	$12,155,000	$35,655,000



Mississippi River Channel Improvement, Arkansas, Louisiana, and Mississippi

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Mississippi River Channel Improvement, AR, LA, & MS

Flood Control Acts of 1928 (Section 1); 1936 (Section 1); 1938 (Section 4); 1941 (Section 3); 1944 (Section 10); 1962 (Section 203); 1965 (Section 201, 204); 1966 (Section 202, 203); and 1970 (Section 207)

Mississippi River and Tributaries, Construction (FRM, NAV)

Location: The project is located in the Mississippi River and along its banks from the vicinity of Cessions Towhead at River Mile 616 AHP, to Union Point at River Mile 326 AHP, a distance of approximately 290 miles.

Description: The plan of improvement consists of stabilization of the Mississippi River main channel in a desirable alignment for purposes of flood control and navigation by means of revetments, river training structures (dikes, chevrons, and bendway weirs), and improvement dredging.

Issues: The Lower Mississippi River experienced the flood of record at many locations during 2011. Many channel improvement features including both revetments and dikes were damaged.

Importance: River training structures improve navigation conditions, stabilize bends, and reduce maintenance dredging requirements. Revetment construction maintains channel alignment and protects the banks from erosion.

Risk: Catastrophic damage to the navigation channel, river banks, and adjacent mainline levee is likely to occur if the system is not constructed as authorized.

Consequence: Failure to adequately fund will result in channel deterioration which would adversely impact the navigation industry in economically and efficiently transporting commodities on the Mississippi River. Continued erosion of banks and/or failure of revetments would adversely impact channel alignment and threaten the integrity of the mainline levee system.

Stone Dike Construction

Revetment Construction – Articulated Concrete Mat (ACM)

Activities for FY 14: Funds are being used for dike construction at Cottonwood Bar, LA, Willow Cutoff, LA, and Racetrack Towhead, MS, and for revetment construction at Lake Concordia, MS, and Grand Gulf, MS. Funds are also being used to fund stone bank paving associated with revetment construction.

Acquisition Strategy: Three contracts have been awarded in FY 14, Cottonwood Bar, Willow Cutoff and Racetrack Towhead dikes and Stone Bank Paving.

Amount That Could Be Used in FY 15: Budgeted funds of $16,600,000 will be used to fund continued design and construction management of dikes, stone bank paving, and continued design and construction of revetments. Additional funds in the amount of $14,900,000 could be used to fully fund dike construction at Wilson Point, LA ($5,400.0); Ben Lomand, MS ($6,100.0); and Anconia Chute, AR ($3,400.0).

Project Sponsor/Customer: Navigation industry, environmental community, and Mississippi Levee, 5th Louisiana Levee, and Southeast Arkansas Levee Boards.

Congressional Interest: Senate: Boozman and Pryor (AR), Landrieu and Vitter (LA), Cochran and Wicker (MS); House: Crawford (AR-1), Cotton (AR-4), McAllister (LA-5), Thompson (MS-2), and Harper (MS-3).

Phase	Estimated Federal Cost of Phase	Federal Funding Thru FY 13	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Construction	$1,245,000,000	$987,895,000	$35,563,000	$16,600,000	31,500,000

MR&T Maintenance

MR&T Maintenance

MR&T Maintenance

The MR&T Maintenance program focuses on the need to preserve the existing infrastructure and provide justified levels of service at the least cost.

Mississippi River Levees, AR, LA, and MS

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Mississippi River Levees, AR, LA & MS

FCA's 1928, 1936, 1938, 1941, 1944, 1946, 1950, 1954, 1962, 1965, 1968, River Basin Monetary Authorization Act of 1971, WRDA 92, WRDA 00

Mississippi River and Tributaries, Maintenance (FRM)

Location: The Mississippi River Levee system on the west bank extends from Allenville, MO, southward to Venice, LA, and on the east bank from Hickman, KY, to opposite Venice, LA, except where interrupted by hills and tributary streams.

Description: The Mississippi River Levee System provides flood risk reduction to over 23 thousand square miles in the alluvial valley subject to flooding by the project flood. The alluvial valley is over 650 miles long and varies in width from 20 to 90 miles. Numerous railroads, highways, and airfields connecting the major transportation centers lie within the protected area as do several major transcontinental communication routes. In addition to highly developed agricultural areas, the levees afford protection to urban areas and many industries.

Issues: Levee slides are being repaired along the Mississippi River Levee System on the East and West banks utilizing supplemental funding. Additional slides developed as a result of heavy rainfall in December 2013 and January 2014.

Importance: Although levee slides are an expected occurrence in any levee system, the repair of levee slides is of prime importance in maintaining a robust levee system capable of performing its design function during all flood events up to and including the project design flood.

Risk: Leaving slides in disrepair may lead to levee safety issues, levee certification issues, reduced levels of flood protection, and increased risk of flood damage.

Consequence: Failure to operate and maintain the levees appropriately jeopardizes project integrity, and places the safety of the public at increased risk.

(Typical MRL Levee Slide)

Activities for FY 14: Funds are being used to perform routine operation and maintenance activities, repair levee slides, and resurface levees.

Acquisition Strategy: No contracts are scheduled to be awarded in FY14.

Amount That Could Be Used in FY 15: Budgeted funds of $2,331,000 will be used to perform routine operation and maintenance activities. Additional funds in the amount of $1,300,000 could be used to fund levee slide repairs that threaten the integrity of the levees threaten life and safety ($1,200) and operation and maintenance of mitigation areas ($100).

Project Sponsor/Customer: 5th LA Levee District, Southeast Arkansas Levee District, & the Board of Mississippi Levee Commissioners

Congressional Interest: Senate: Boozman and Pryor (AR), Landrieu and Vitter (LA), Cochran and Wicker (MS), House: Crawford (AR-1), Cotton (AR-4); Scalise (LA-1), Fleming (LA-4), McAllister (LA-5), Nunnelee (MS-1), Thompson (MS-2).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Maintenance	$3,192,000	$2,331,000	$3,631,000

Tensas Basin, Boeuf-Tensas River, Arkansas and Louisiana

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Tensas Basin, Boeuf-Tensas River, AR and LA

Flood Control Acts of 1944, 1946, 1950, 1958, 1962, 1965, 1968, and WRDA of 1986

Mississippi River and Tributaries, Maintenance (FRM)

Location: The flood control project is located in central and northeast Louisiana and southeast Arkansas and includes the Lake Chicot pumping plant.

Description: The project provides for channel improvement for flood control and to afford adequate outlet drainage for 5,300 square miles in southeast Arkansas and northeast Louisiana.

Issues: Critical work is needed to ensure the integrity of the project to protect people and property from flooding. This critical work consists of inspecting the under slab and backfill drains for siltation to ensure proper drainage of the substrate under the downstream slab of the pumping plant to prevent uplift. The tributaries in the Boeuf-Tensas Basin have aging weirs that have already failed or are in danger of failing and need replacing. Severe erosion and corrosion have been discovered on multiple pumping plant components that need repairs to prevent catastrophic pump failure.

Importance: The Lake Chicot Pumping Plant diverts local storm-water runoff into the Mississippi River upstream of Lake Chicot in Chicot County, AR. The proper operation of this pumping plant significantly reduces the amount of storm runoff that must be transferred by the Boeuf-Tensas River system from southeast Arkansas through Louisiana into the Ouachita-Black River system. The portion of the Boeuf-Tensas River system in southeast Arkansas is contained by a series of weirs in the various tributaries that are 50-60 years old and have reached their design and in some cases their useful life. These weirs effectively control the rate of runoff and the amount of in-channel vegetation present in the tributary channels reducing the annual maintenance costs for these channels to the local sponsors of the project.

Risk: Leaving the project in disrepair may lead to reduced levels of flood protection and flooding in southeast Arkansas.

Consequence: Failure to operate and maintain channels and weirs would jeopardize the project integrity and benefits.

Lake Chicot Pump Plant

Activities for FY 14: Funds are being used to continue operation and maintenance at a reduced level of service) and repair failed electrical bus to the Lake Chicot Pumping Plant..

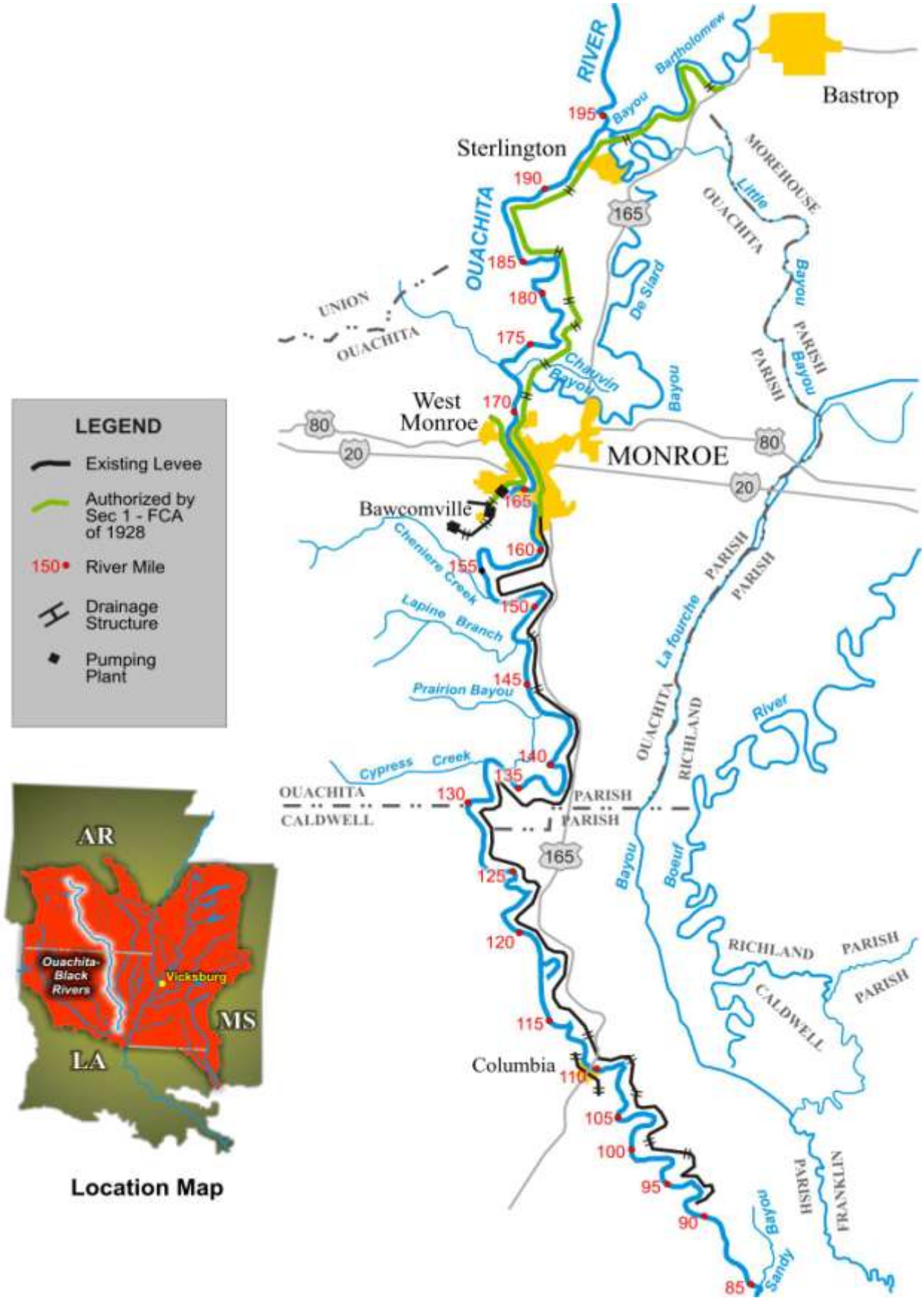
Acquisition Strategy: No contracts are scheduled to be awarded in FY14

Amount That Could Be Used in FY 15: Budgeted funds of $2,485,000 will be used to continue operation and maintenance of project features, gather data, contract guards, perform water control analysis, inspect the bridge and hydraulic steel structure and perform work needed to ensure the integrity of the project. Additional funds in the amount of $992,000 could be used for repairs for two impeller bell housings/cones ($400,000), repair guide rails at LCPP ($442.0), and LCPP inlet channel repairs ($150.0)

Project Sponsor/Customer: Tensas Basin Levee District

Congressional Interest: Senate: Boozman, Pryor (AR); Vitter, Landrieu (LA); House: Cotton (AR-4), Alexander (LA-5).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Maintenance	$6,039,000	$2,485,000	$3,477,000



Red-Ouachita Basin Levees, LA

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Red-Ouachita Basin Levees, LA

WRDA 2007, Section 3013 for Section 1. Additional authorization is required for remaining sections.

Mississippi River and Tributaries, Maintenance (FRM)

Location: The Ouachita River Levee system runs up the east bank of the Ouachita River from Sandy Bayou to Bastrop, LA on Bayou Bartholomew including flood protection for Monroe, and ring levees on the west bank of the Ouachita River at Columbia, Bawcomville, and West Monroe and the Calion Protection Works.

Description: Approximately 40 miles of levee on the East Bank contain isolated bank caving sites encroaching on the levee toe that could affect levee accreditation for the National Flood Insurance Program.

Issues: Critical erosion problems occur along the Ouachita and Black Rivers that threaten to cause catastrophic flooding and hindrance to navigation.

Importance: This erosion endangers levees, cities, historic sites, and other properties of value to residents of the area. This problem places considerable burden on the municipalities, counties, parishes, levee districts, and navigation interests who have to deal with the problems associated with the continued erosive nature of the river.

Risk: Further endangerment of levees, cities, historic sites and other properties.

Consequence: Encroaching on the levee toes could affect levee certification for the National Flood Insurance Program.

Activities for FY 14: None.

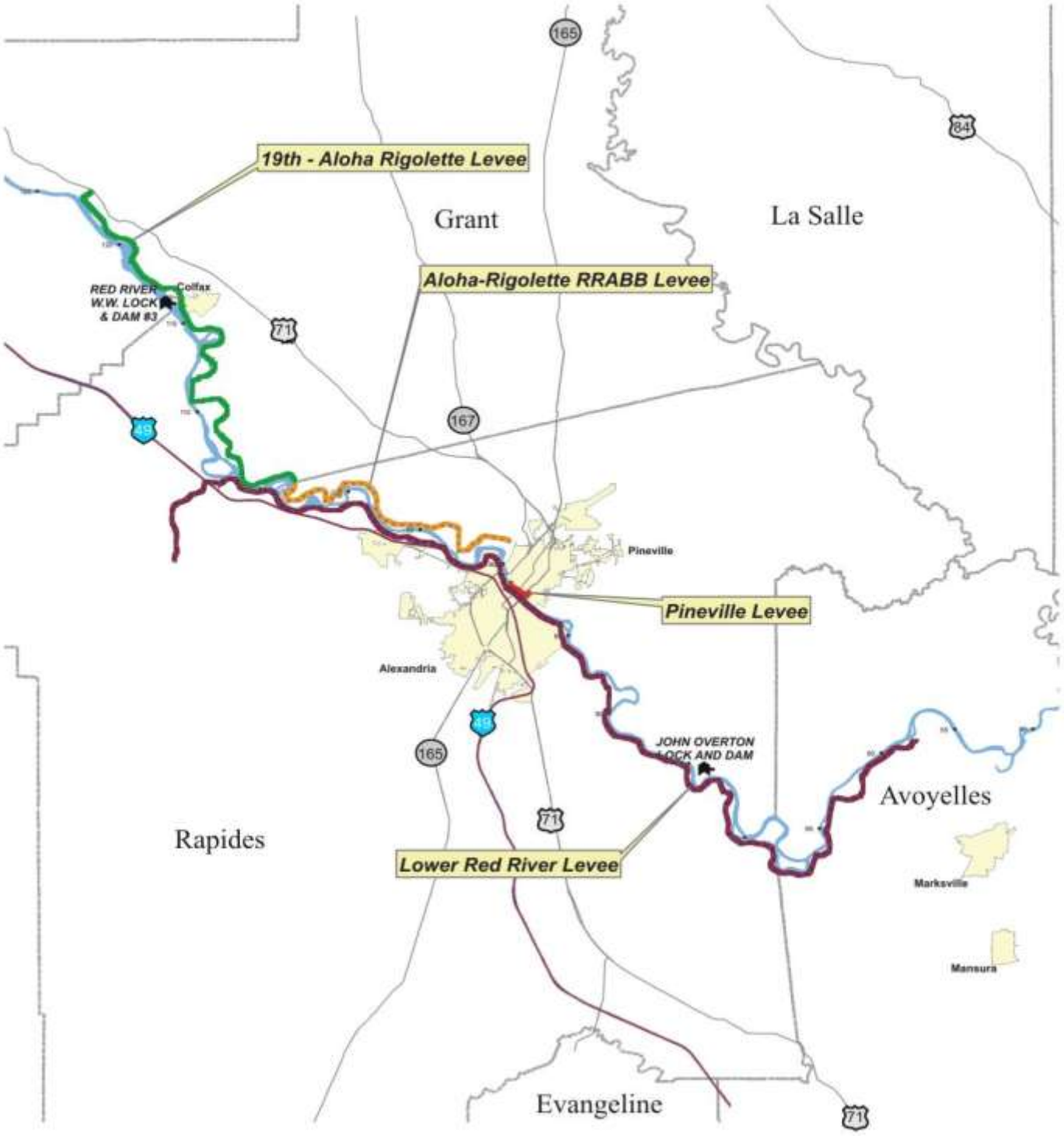
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14.

Amount That Could Be Used in FY 15: No funds are budgeted in FY 15. Funds in the amount of $500,000 could be used for repairs affecting levee stability and further investigation of other issues along the levee/floodwall.

Project Sponsor/Customer: Ouachita River Valley Association, Tensas Basin Levee District

Congressional Interest: Senate: Landrieu and Vitter (LA); House: McAllister (LA-5).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Maintenance	$0	$0	$500,000



Lower Red River,
South Bank Levees

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet
Lower Red River, South Bank Levees, LA
Flood Control Act of 1928

Mississippi River and Tributaries, Maintenance (FRM)

Location: The levee system extends from Red River mile 67 at Moncla, Louisiana, in Avoyelles Parish to mile 126 at Hot Wells, Louisiana, in Rapides Parish.

Description: The lower basin features include levees, drainage structures and pumping plants.

Issues: The Lower Red River, South Bank levees have underseepage issues at the toe of the levees that has resulted in a negative levee evaluation and de-certification of the South Bank Levees. HUD funds are being used to perform investigations and design to prepare contract documents for addition of berms and relief wells necessary to bring the levee back to certifiable condition. Rapides Parish will perform solicitation and award of contract.

Importance: The Lower Red River, South Bank levees and appurtenances provide flood protection from the Red and Mississippi Rivers for Alexandria, LA and areas southeast of that city.

Risk: Leaving the project in disrepair may lead to flooding issues and reduced levels of flood protection in the project area.

Consequence: Failure to operate and maintain channels and weirs would jeopardize the project integrity and benefits.


Bayou Rapides Structure

Activities for FY 14: Funds are being used to continue routine operation and maintenance.

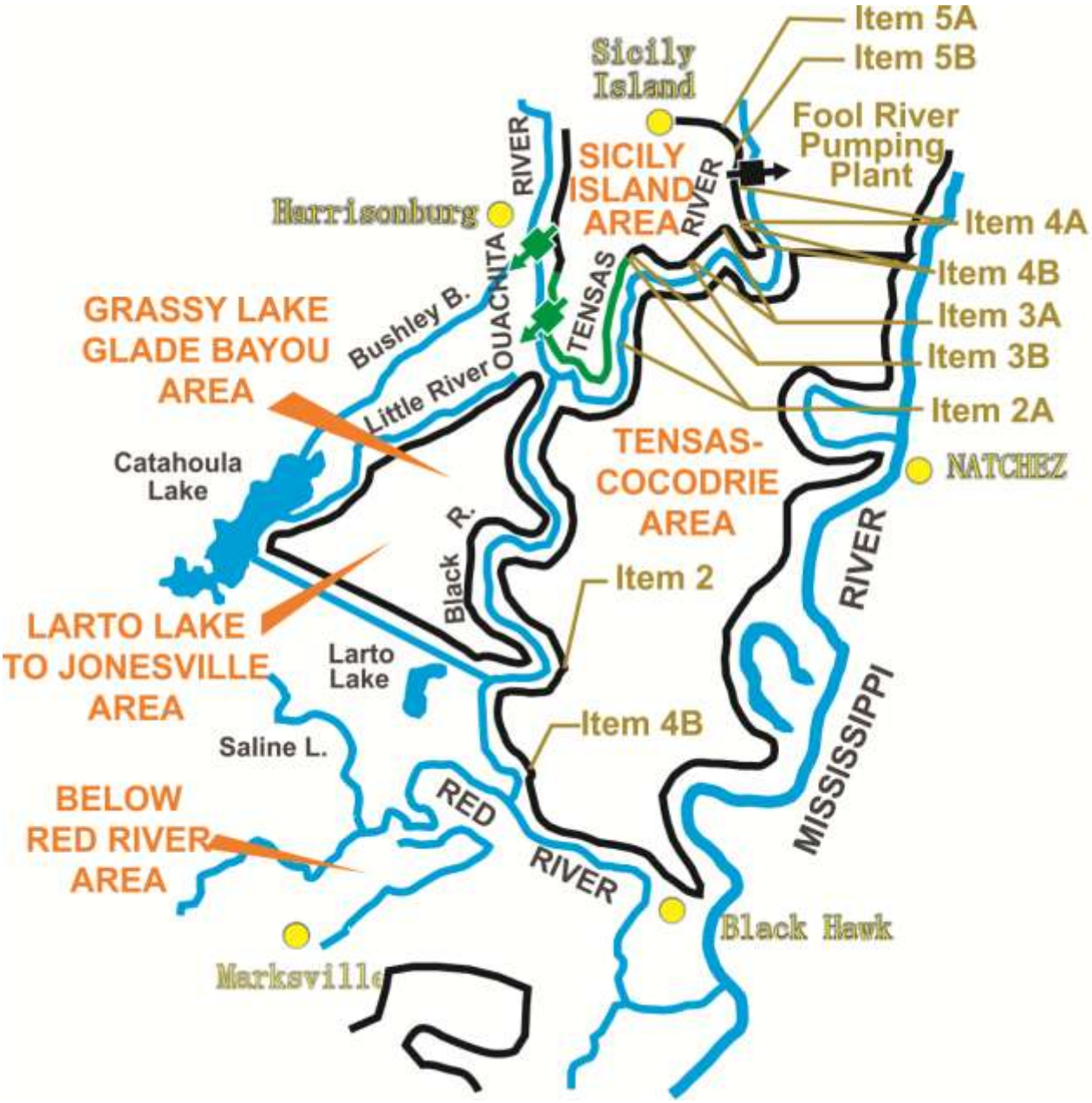
Acquisition Strategy: No contracts are scheduled to be awarded in FY 14..

Amount That Could Be Used in FY 15: Budgeted funds of $498,000 will be used for routine operation and maintenance. Additional funds in the amount of $150,000 could be used for gravel surfacing.

Project Sponsor/Customer: N/A

Congressional Interest: Senate: Landrieu and Vitter (LA); House: Fleming (LA-4).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Maintenance	$456.000	$498,000	$648,000



Red River Backwater Area

US Army Corps of Engineers
Vicksburg District

Project Fact Sheet

Tensas Basin, Red River Backwater, LA

Flood Control Acts of 1941, 1944, 1946, 1950, 1958, 1962, 1965, 1968, and WRDA of 1986

Mississippi River and Tributaries, Maintenance (FRM)

Location: The flood control project is located in central and northeast Louisiana.

Description: The lower basin features include levees, drainage structures and pumping plants.

Issues: Critical work is needed to ensure the integrity of the project to protect people and property from flooding. This work consists of repairing deteriorating drainage structures, pumping plant roofs and placing additional granular surfacing on the Red River Backwater Levee to insure access during flood events.

Importance: The project provides flood protection to the from the Mainline Mississippi River Levee on the west bank of the in the vicinity of Shaw, Louisiana, westward and northward to the vicinity of Newlight, Louisiana, for the protection of that part of the Red River Backwater area known as the Tensas-Cocodrie Area, and for the protection of a larger area without jeopardizing the safety and integrity of the main Mississippi River Levee. Flood damage reduction measures include authorized extensions to the project providing loop levees and appurtenant drainage facilities in the Larto Lake to Jonesville Area, below Red River area; in the Sicily Island area; and a 4,000-cubic-foot-per-second pumping plant in the Tensas-Cocodrie area, as well as the Fools River and HaHa Bayou Pumping Plants.

Risk: Leaving the project in disrepair may lead to levee safety issues, levee certification issues and reduced levels of flood protection and higher risks.

Consequence: Failure to operate and maintain channels and weirs would jeopardize the project integrity and benefits.

Tensas-Cocodrie Pumping Plant

Activities Status for FY 14: Funds are being used to continue operation and maintenance at a reduced level of service.

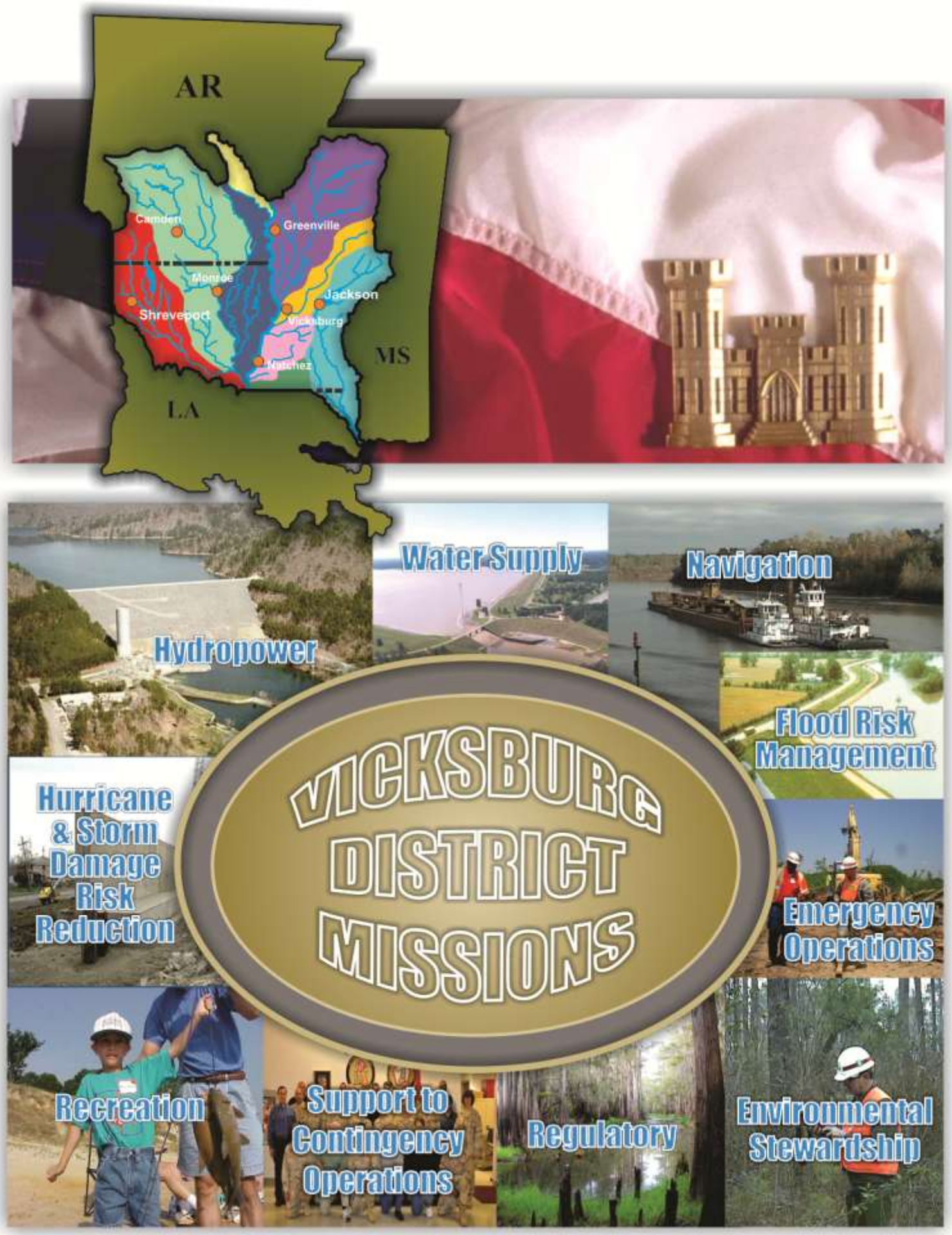
Acquisition Strategy: No contracts are schedule for FY 14..

Amount That Could Be Used in FY 15: Budgeted funds of $3,262,000 will be used to continue operation and maintenance of project features including manned and unmanned flood control structures (Tensas-Cocodrie Pumping Plant, HaHa Bayou Pumping Plant, and Fools River Pumping Plant). Additional funds in the amount of $1,625,000 could be used to repair levees and structures ($500,000), HaHa and Fool River generators ($275,000), and backlog repair and maintenance items to ensure the integrity of the levee system to protect people and property from flooding ($842,000).

Project Sponsor/Customer: 5th Louisiana Levee District, Tensas Basin Levee District

Congressional Interest: Senate: Landrieu and Vitter (LA); House: McAllister (LA-5).

Phase	FY 14 Allocation	FY 15 Budget	FY 15 Total Capability
Maintenance	$2,414,000	$3,262,000	$4,887,000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Navigation
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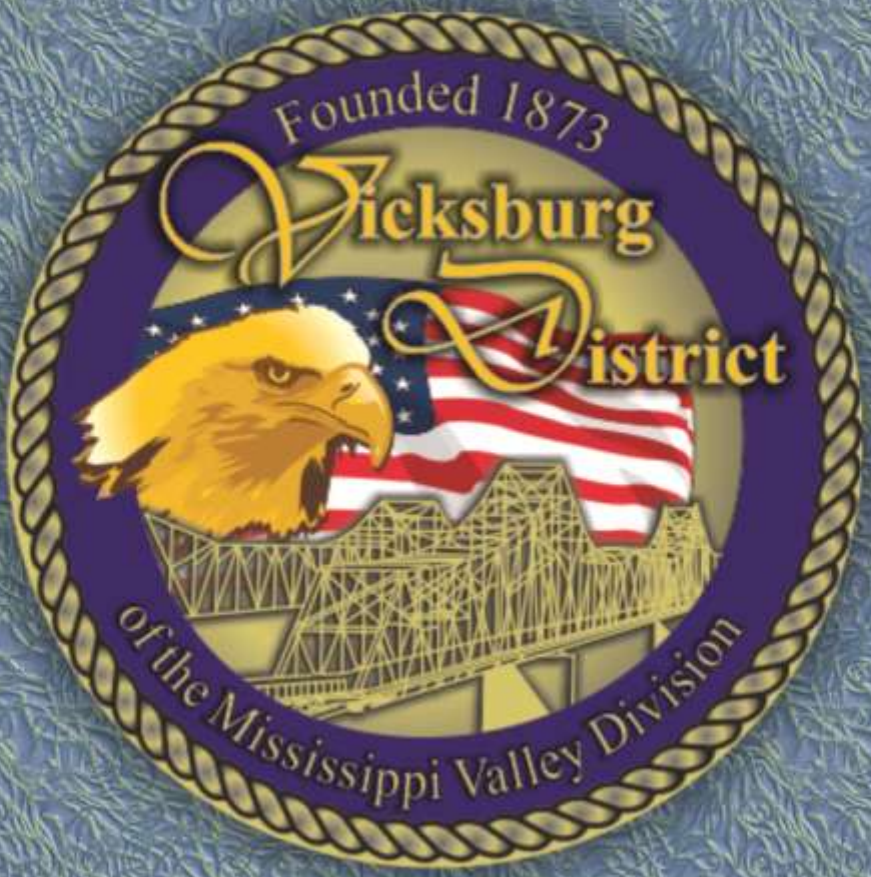
Hurricane & Storm Damage Risk Reduction
VICKSBURG DISTRICT MISSIONS
Emergency Operations
Recreation
Support to Contingency Operations
Regulatory
Environmental Stewardship


Founded 1873
Vicksburg District
of the Mississippi Valley Division


US ARMY CORPS OF ENGINEERS
VICKSBURG DISTRICT
1873
ARKANSAS ★ LOUISIANA
★ MISSISSIPPI ★